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TOPICS - OF - THE - DAY

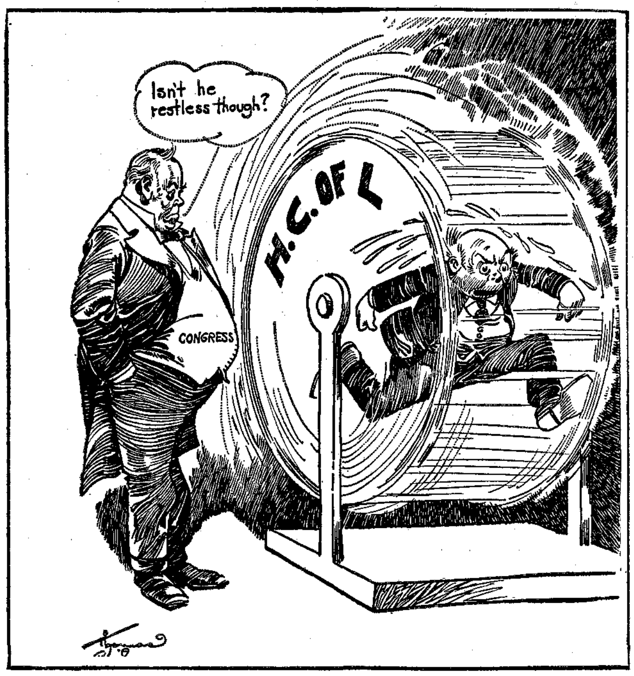
WILL UNSCRAMBLING THE PACKERS REDUCE PRICES?

WHILE EVERYBODY CONCEDES that the voluntary dissolution of the so-called Meat Trust is a conspicuous victory for public opinion and Attorney-General Palmer, the average man and his wife are more interested in knowing whether it means a reduction in their grocers' and butchers' bills. "The campaign against the 'Big Five' has been part of the Government's campaign against the high cost of living, and this is the test by which it will be judged," remarks the St. Paul *Pioneer Press*, which foresees a possibility that higher instead of lower prices may result. "The consumer doesn't care a snap of his fingers about the dissolution of a trust unless it means lower prices or better quality, or both," affirms the New York *Globe*, which sees "no reason to believe that the withdrawal of the packers from all lines except meat and dairy products will benefit the consumer an iota." "When we recall the result of unscrambling Standard Oil we feel no impulse to cheer over the unpacking of the packers," remarks the Chicago *Evening Post*, published in the chief center of the packing industry. Mr. Alfred W. McCann, food expert of *The Globe*, describes the dissolution as "a prodigious hoax"; and the Philadelphia *Evening Public Ledger* hints that the packers may have "handed Mr. Palmer a large and bitter lemon."

"The price of meat is within the control of the people themselves," said the Attorney-General in announcing this dissolution, which, he explains, "establishes the principle that no group of men, no matter how powerful, can ever attempt to control the food-table of the American people." And he telegraphs us that—

> "The practical benefits to the public will come from opening up the channels of trade in food lines to competing producers and distributers of food freed from the menace of the all-powerful packers' organization. Heretofore, the public has been unable to force down the price of meats by using substitutes for meats because the meat interests were in a position of dominance in the market of the substitute. The packing interests had obtained such a firm foothold in the grocery and other unrelated lines of business that the public was being constantly forced from the frying-pan into the fire, both handled and controlled by the packers. Production and distribution of the necessaries of life which may be substituted for meats will now be taken entirely away from the packing interests, and real competition will ensue which must sooner or later insure to the public benefit in the matters of prices."

Senator Kenyon, who was a "trust-buster" under the Taft Administration, points out that the packers "were building the greatest monopoly the country has ever known," and declares that Mr. Palmer "has done a good piece of work." "I am convinced that it will bring material benefits to the consumers of all food-products," says Senator Kendrick, joint author of the Kenyon-Kendrick bill to regulate packing-houses. And he adds: "It is, in my judgment, the most telling blow that has yet been delivered against the high cost of living."



SOMEBODY MUST HELP HIM STOP.

—Thomas in the Detroit *News*.

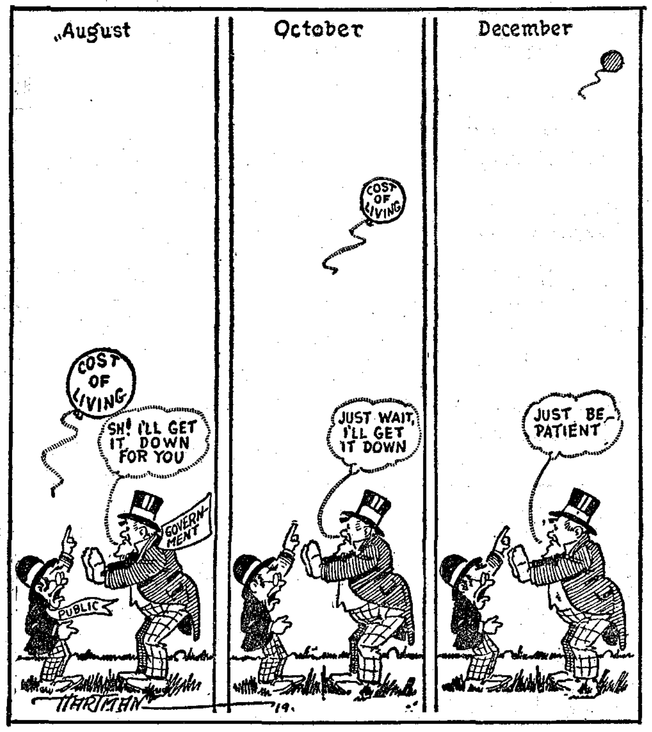
The packers themselves, however, are not so confident about the effect on prices. In answer to our interrogation on this point Mr. J. Ogden Armour telegraphs us that "it is impossible to forecast the probable effect the dissolution will have upon the high cost of living." Mr. Louis F. Swift agrees that "it is impossible to say exactly what effect the segregation of some of our interests will have on the cost of living," but he goes on to say:

> "At best it will be gradual and difficult to measure. Since we have not combined with other packers to manipulate prices, and since there has been competition in the sale of our products, that part of the decree which is to enjoin us from combining with other packers to restrain trade will in no way affect our operations. Because we are an independent unit in open competition with each of the other large packers and with the hundreds of small packers throughout the country, the decree in this respect will merely strengthen existing law, which we are following to the letter. Our willingness to withdraw from operations which were not illegal in any way and for which there was ample economic justification was due to the desire to overcome prejudice and unrest which still linger in some quarters."

Mr. Thomas E. Wilson answers our question with the following telegram:

> "The packers have agreed to discontinue handling so-called grocery lines, which have been confined principally to canned fruit and vegetables, preserves, coffee, etc., and inasmuch as the

> total business of the five packers mentioned in these lines was less than 3 per cent. of the total wholesale grocery business of the country, the effect to the consumer remains to be seen. Wilson & Co. disposed of their grocery lines some months ago, and I have from the inception been in sympathy with the Attorney-General's attitude, as it was apparent, regardless of the economic effect, the general public felt the larger packers were covering too much scope in food-production and distribution. I believe it incumbent on all, as well as a patriotic duty, to bow to the will of the majority of the people. The ownership of markets, stock-yards, stockyards-terminal railroads, and market newspapers is immaterial so long as they are conducted for the best interests of the public and not at all necessary to the successful conduct of the packing business, as evidenced in the case of Wilson & Co. "



THE CAMPAIGN TO BRING DOWN THE COST OF LIVING.
—Hartman in the Kansas City *Star*.

Mr. E. A. Cudahy writes us that "there is considerable difficulty in forecasting the probable effect of the dissolution proceedings on the high cost of living," but he goes on to analyze the situation as follows:

> "The price paid for the live stock is the greatest factor in the wholesale prices charged by the packers. The consumers' requirement from the retailer of a costly service and the centering of the public demand on the choice cuts which represent but a small proportion of the total weight of the meats from the animal are the next most important factor. The wholesale prices have declined something more than 30 per cent. within the last three months.
>
> "The terms of the Attorney-General's adjustment are far-reaching. It may be that the exclusion of the packers from handling certain lines of business will in some degree relatively increase their expenses of doing business, and that prices will therefore be affected upward.
>
> "On the other hand, the adjustment which has been made with the desire of avoiding any appearance of opposition to the Government and of accommodating the business of the individual companies to the views of the Government may meet with such public approval as will tend to build up a better understanding and good will toward the industry. If this should be the case, as it is hoped, then the more satisfactory conditions may largely offset otherwise increased costs.
>
> "Since eighty-five cents out of each dollar received by the packers from all the products derived from all the animals is paid out for the live animals themselves, it is obvious that a radical reduction of prices immediately would involve the live-stock producer in losses. In the long run this would lead to restricted production, and the public would undoubtedly suffer."

Edward Morris, president of Morris and Company, is quoted by the St. Paul *Dispatch* as saying:

> "Our handling of staple groceries was sound economically and in the interests of the public generally, because our operations in these lines utilized our present facilities during the slack season, furnished the retailer excellent service, and reduced our overhead operating expenses. If this business is to be taken away, either the live-stock producer must get less for live meat animals or the consumer must pay more for meat."

The dissolution "will not tend to reduce prices on packing products," but will "help to increase and perpetuate the monopolistic powers" of the "Big Five," is the opinion of Mr. Francis J. Heney, who conducted the Federal Trade Commission's recent investigation of the packers. In a statement given out in Los Angeles he says:

> "It will accomplish less than nothing, and amounts to a complete surrender of the rights of the general public, and will help to increase and perpetuate the monopolistic powers of the five big packers and to continue their oppressive profiteering against both producers and consumers. It will accomplish the dissolution of the five big packers in form only and will be even less effective than the judicial dissolution of the Standard Oil Company has proved to be.
>
> "It will not tend to reduce prices on packing products. It will relieve the big packers from their fear of criminal prosecutions and encourage them to continue their audacious attacks on the Federal Trade Commission, which is the only governmental agency thus far that has dared to interfere with and denounce their boldly asserted monopolistic prerogatives."

Samuel Gompers, president of the American Federation of Labor, telegraphs us that the earlier "dissolutions" of the Steel Trust, the Sugar Trust, and other such combinations afford little ground to suppose that the people will enjoy a reduction in living costs as a result of the Beef Trust dissolution.

The unscrambling of the "Big Five," suggests the Chicago *Tribune*, may prove "a competitors' rather than a consumers' victory." Contemplating the increased value of Standard Oil stock since the dissolution of the trust and the soaring prices of gasoline and other petroleum products, the Rochester *Democrat and Chronicle* remarks that "if the effect of the new arrangement is as beneficial as it was in the case of Mr. Rockefeller, the Armours and the Swifts will never have any occasion for disliking Mr. Palmer." The Boston *News Bureau* pictures the packers "with heads bowed on sleeve before Uncle Sam, pushing their tongues in their cheeks to keep their faces straight." For—

> "They will have no longer any responsibility for the price of packer products, wholesale or retail, and the expense of doing the business after the dissolution will, of course, be greater and the margin of profit will be larger. As usual the public will pay the bills and the politicians may go about for a time with pouter-pigeon breasts. But the people will never again see as small a margin between the farmer and the distributer as has prevailed in the past."

That trust dissolution is not the solution of the high cost of living problem is also the opinion of the Milwaukee *Journal*, which remarks:

> "Decentralization of power does not necessarily mean reduction in prices. At the present time the forces that are keeping prices up are under production of necessaries and over-expansion of credit."

The packers themselves have always maintained, the Baltimore *Star* reminds us, that if they ceased packing "side-lines" and dealing in by-products, food prices would rise. At any rate, concedes the Newark *News*, "the first effect is not likely to be lower prices to the public." "We can not see that limiting the packers' business to meat is going to have any appreciable effect on the consumers' pocketbook," says the Wichita *Beacon*. The New Orleans *Times-Picayune* thinks there is excuse for the public's skepticism about "the effects of government action upon the cost of living," and pleads that "it must be forgiven for failing to wax enthusiastically hopeful." To the New York *Tribune*, which notes the packers' claim that their vast and efficient organization made it profitable for them to do business on a one or one and a half per cent. margin, "it looks as if the unmerging is not a victory for either producer or consumer, but for middlemen." Victor Berger's Socialist Milwaukee *Leader* argues that even if prices now decline, they "will be higher because of this trust-busting stunt than they would otherwise be"; and he adds, of course, that the only real remedy is public ownership of the packing business.

Turning to the agricultural press, we still encounter warnings against expecting too much in the way of lower prices as a result of the packers' dissolution. Thus *The Drovers' Journal*, of Omaha, a great packing center, is convinced that "the action of the packers will have little influence on the live stock and meat markets; supply and demand will determine prices much the same as they have always done." "Since the packers' books show a profit of only a fraction of a cent on each pound of meat handled, the Government's action can not lower the cost of living except at the expense of live-stock producers," remarks the Chicago *Prairie Farmer*, which continues:

> "Farmers can see little in the Attorney-General's action that will help either them or the consumers, and they fear it will prove as hollow a victory as the dissolution of the Standard Oil Company. They are especially apprehensive that the dissolution decree will delay or prevent the passage of the Kenyon Bill, which provides for real packer regulation."

The limitation of the packers' activities "will be a warning to those who attempt to control the earth and the fulness thereof," but "will not be a sufficient or immediate cause of lowering the cost of living," says the Dallas *Farm and Ranch.* In Des Moines *Wallaces' Farmer* foresees no appreciable reduction in living costs as a result of the dissolution. It says:

> "The consumer would have been better off had the packers been permitted to go ahead in their concentration of business under well-considered government supervision. The agreement of the packers to keep out of the retail-market business destroys hope of eliminating wasteful distribution. Live-stock producers will be pleased with the agreement of the packers to give up their interest in stock-yards, terminal railways, and market papers, but there is no reason to hope that this will make fluctuations in prices less violent."

From the same Iowa city *Successful Farming* assures us that—

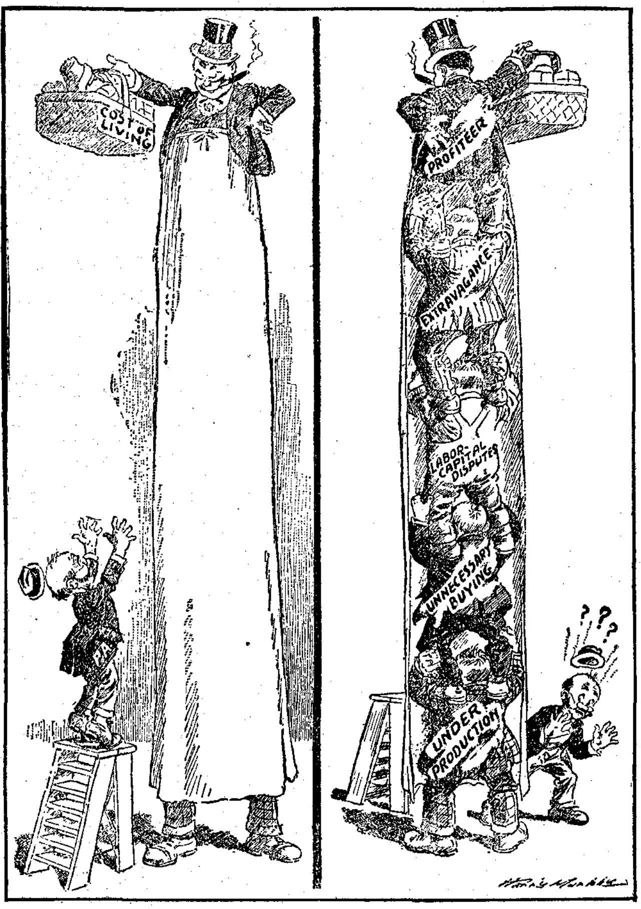
> "The action of the packers in reducing their activities in food control is a good thing, whether they were guilty of violating any law or not. It will relieve the public mind to know that the nation's food supply is not under the domination of any one body. . . . However, there are grave doubts in our mind as to the effect this may have on the immediate reduction in the cost of living."

There are optimists as well as pessimists among the journalistic interpreters of the Attorney-General's victory. Thus the St. Louis *Post-Dispatch*, published in a packing center, welcomes "the first successful attempt ever made to curb the power of the packers' combine," and predicts that "provided examination is made at intervals to determine the good faith with which the packers comply with the decree, a substantial measure of relief for the small competitor and the public is almost certain to be afforded." "From our hearts we congratulate Mr. Palmer," says the Wichita *Eagle*, on having "'busted' the most gigantic combination and the most dangerous big-business menace that ever has stood beneath the sun." "Even if fulfilled but partially," declares the Washington *Post*, the dissolution "will be fruitful in results that will be felt in the pocketbooks of every householder throughout the country." And in the Raleigh *News and Observer*, owned by Secretary of the Navy Daniels, we read:

> "What the effect will be on the cost of living it is hard to say. It would seem, however, that the retiring of the packing concerns from their side-lines would greatly promote competition in those lines, and competition tends to lower prices, of course. On this Mr. J. J. McLaurin, president of the Southern Wholesale Grocers' Association, who ought to be well advised, says the benefits of the government decree to which the packers have submitted will be enormous."

The Department of Justice, summarizing the agreement with the packers for the dissolution of the meat trust, says:

> "Under this decree the defendants are compelled, in brief:
>
> "1. To sell, under supervision of the United States District Court, all their holdings in public stock-yards.



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THE COST OF LIVING FROM THE INSIDE.

—Murphy in the Cleveland *News.*

> "2. To sell, under the same supervision and in like manner, all their interests in stock-yard railroads and terminals.
>
> "3. To sell all their interests in market newspapers.
>
> "4. To dispose of all their interests in public cold-storage warehouses, except as necessary for their own meat products.
>
> "5. To dissociate themselves forever from the retail meat business.
>
> "6. To dissociate themselves forever from all 'unrelated lines,' including wholesale groceries, fresh, canned, dried, or salt fish; fresh, dried, or canned vegetables; fresh, crusht, dried, evaporated, or canned fruits; confectioneries, sirups, soda-water-fountain supplies, etc.; molasses, honey, jams, jellies, and preserves; spices, sauces, relishes, etc.; coffee, tea, chocolate, cocoa, nuts, flour, sugar, rice, and cereals (with an exception to be noted); bread, wafers, crackers, biscuit, spaghetti, vermicelli, macaroni, cigars, china, furniture, etc.
>
> "7. To abandon forever the use of their branch houses, route-cars, and auto-trucks, comprising their distribution system for any other than their own meat and dairy products.
>
> "8. To submit perpetually to the jurisdiction of the United States District Court under an injunction forbidding all the defendants from directly or indirectly maintaining any combination or conspiracy with each other or any other person or persons, or monopolizing or attempting to monopolize any food-product in the United States, or indulging in any unfair and unlawful practises.
>
> "The decree further prohibits that jurisdiction is perpetually retained by the court for the purpose of taking such other action, or adding at the foot of the decree such other relief, if any, as may become necessary or appropriate for the carrying out and enforcement of the decree, or for the purpose of entertaining at any time hereafter any application which the parties may make with respect to this decree."

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LEADING PERSONAGES ON THE *BUFORD'S* PASSENGER-LIST.

From the reader's left to right—Emma Goldman, Ethel Bernstein, Peter Bianki, Alexander Berkman.

SHIPPING LENINE'S FRIENDS TO HIM

THE OLD ARMY TRANSPORT *BUFORD* joined the company of the world's famous ships when it sailed out of New York Harbor at early dawn on Christmas Sunday with its load of alien anarchists and radical agitators under sentence of deportation from our shores. "*Soviet* Ark" is a common phrase in the head-lines, and the New York *Evening Mail* observes: "Just as the sailing of the Ark that Noah built was a pledge for the preservation of the human race, so the sailing of the Ark of the *Soviet* is a pledge for the preservation of America." In its way, says the Boston *Transcript*, the sailing of this ship "with its cargo of undesirables" may prove "as epoch-making as the immortal voyage of Columbus." Yes, but in a very different way, say the deported radicals and their friends, who call it the end of the old America, which was an asylum for political refugees, and the beginning of an America which is imitating the tyranny of the Czars. But by a much larger body of opinion, represented by government officials, Members of Congress, and a considerable portion of the daily press, it is taken in connection with the House of Representatives' unanimous passage of a bill strengthening the Government's power to deport radical propagandists and the conviction of twenty-seven I. W. W.'s in Kansas as the beginning of serious warfare upon dangerous enemies of our institutions.

When the *Buford* left New York it carried 249 of the ejected. One of the three women on board was the veteran anarchist, Emma Goldman. The male radicals, in the New York *Tribune's* words, "are all that remain of hundreds of undesirable agitators rounded up in country-wide raids in November." The best known of them was Alexander Berkman, Emma Goldman's close associate, who tried to kill Henry C. Frick some years ago. The other outlaws, in the New York *Sun's* phrase, "include conspirators of various types"—"Bolsheviki, anarchists, Industrial Workers of the World, Communists, and members of the Union of Russian Workers." In the Pittsburg *Post's* emphatic language, "they made the unholiest cargo that ever left our shores." At the time of the sailing of the *Buford* came assurance from the Department of Justice that more will follow. According to the New York *World*, already one group of alien radicals consigned to the next board is on its way to New York; "more than two thousand aliens will be deported within the next two months" and "the plans are to continue deportations until the Department has considerably lessened in number the 60,000 Reds who, Attorney-General Palmer says, are in the United States."

Americans, says the New York *Times*, "were slow to believe that in this asylum of the oppress of all the world, the formerly oppress would be quick to become oppressors; that they would abuse the hospitality that welcomed them; that they would thank the United States for opportunity, equality, freedom, by seeking to destroy opportunity, equality, freedom." Well, continues *The Times*—

> "Americans know the revolutionary aliens now. They are determined that these soldiers of disorder shall be driven out. The Federal authorities are now working earnestly and seriously to catch and deport them. Last week the House passed unanimously a bill making even more comprehensive and severe the act of 1918 providing for the deportation of all varieties of alien revolutionists, anarchists, believers in sabotage, violence, assassination, and their aiders and abettors. Those guilty of not merely the overt act, but advocacy of the destructive and murderous doctrine, the propagandist in the press, the helper with the purse as well as the maker of the bomb, are subject to deportation under this measure which, presumably, will pass the Senate with the same unanimity. There will be law enough, if there is not now, to deal with these public enemies. The Federal authorities, if ever they have been remiss in this respect, are now acting with a vigor which the American people heartily appreciate and sustain."

Papers in all parts of the country unite in congratulating the country on the departure of these unwelcome guests. It is time, asserts the St. Joseph *News-Press*, "that this class of cooties be taught to feel that the American mind is firmly set against further trifling with sedition and sabotage." "These are times for severity," insists the Missouri paper, and the Philadelphia *Inquirer* agrees that instead of expressing any feelings of sympathy for these exiles such as would be natural in a Christmas season, "we should be at the task of jailing every native who sees Red and deporting every alien who is possest of a fiery brain." "The faster they are jailed and sent out of the country the better it will be for the American people," the Providence *Journal* remarks. The argument for deportation is strongly summed up by the Los Angeles *Times* in these words:

> "Until the present radical agitation subsides public prudence dictates the apprehension and deportation of all foreign rebels and agitators, Russian, German, English, or Sinn Fein. There are at present 14,000,000 unnaturalized Europeans in America; and at least 7,000,000 can neither speak nor read the English language. These peoples, once divorced from their false leaders, may become good American citizens. But as long as foreign agitators are permitted to disseminate their lying propaganda these foreigners will remain a menace to American institutions and American lives. For this condition there is a remedy; and the Government should not hesitate in this crisis to resort to it. Send the alien Russian rebels back to Russia, the alien Hungarian rebels back to Hungary, the alien German rebels back to Germany—and the alien Irish rebels back to Ireland. We certainly have sufficient troubles of our own just now, and we should not be further harassed by emissaries of the misnamed Bolshevik and Irish republics."

The Jewish *Morning Journal*, which is considered representative of the more conservative sentiment of the New York East Side, thus explains the deportation policy to a reading public largely made up of aliens and children of aliens:

> "The alien 'Red' is not wanted here; his philosophy and his propaganda are not desired, and he is being apprised, as sharply as it can be made clear to him through acts and through the law, that if this country is not good enough for him he is invited to go, as quickly as possible, to the countries he believes are being governed better."

But however necessary the deportation of these particular aliens, the Springfield *Republican* and New York *Globe* warn us not to expect too much from the deportation policy. They see no need of worrying about the spread of anarchy in this country and doubt whether the banishment of a few aliens will instantaneously allay our share of world-wide unrest. The New York *World* calls attention to the conviction in Kansas City, Kan., of the twenty-seven members of the I. W. W. for conspiracy against the Government as proof that there are plenty of laws to deal with dangerous agitators if they are only enforced. *The Evening World* reminds us that harsh measures are likely to arouse sympathy for the victims, and it believes that we shall eventually discover "that the only means of meeting the prevalent unrest is to understand it," and to remedy the real wrongs and explain away the imaginary ones. The deportation of anarchists to Red Russia is set down by the Washington *Post* as a "serious mistake," which enables anarchists who were practically harmless here to join the staff of Bolshevik leaders in Russia and to carry on from Russia effective warfare against the existing order in all countries. The Houston *Chronicle* protests against a policy of dumping our disturbers in Europe; "we might just as well try to stop typhoid fever by sending bad milk or bad water to another market." If an undesirable alien commits a crime here he should be punished here, insists the Texas daily, and "if he deserves to be thrust forth from American society he deserves to be thrust forth from general society."

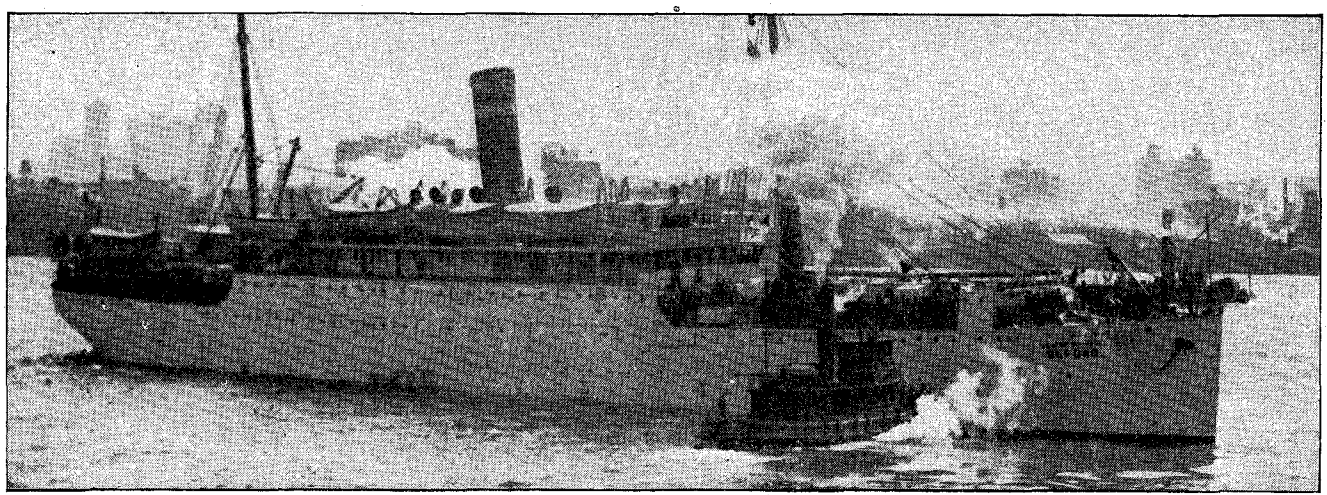
A similar argument, tho leading to a somewhat different conclusion, is made by the Socialist New York *Call*. If the men and women deported were criminals they should have been and would have been punished by the criminal law; but as a matter of fact, says *The Call*, they are deported "because of their opinions—opinions that are in conflict with the medieval reactionaries who for the time control the political and intellectual life of the nation." *The Call* wonders if we are not "evolving Czarism" here, and notes "a remarkable similarity in the evolution of policies related in this hunt of 'Reds' with the development of the same policies under the Czars." All that is needed to complete the analogy is, we are told, "the transformation of northern Alaska into a penal colony for the internment of political prisoners with a corps of jailers and gendarmes to serve as brutal task-masters."

Radicals of all shades of opinion, as the New York *World* notes, have united in condemning the deportation of the Russian Reds. Mr. William Z. Foster, organizer of the steel strike, said in Chicago: "This country is in the grip of a 'white terror'; if the restrictions on emigration were removed you would see the tide of labor flow from this country back to Europe." Algernon Lee, a New York Socialist Alderman, confesses to feeling as a native American "a certain chagrin that my country should imitate the methods of the Czars." Another prominent Socialist, Mr. Julius Gerber, says that deportations increase discontent instead of decreasing it; "the Czar could not save his throne by deporting people to Siberia, and just as little can the capitalists save themselves by these deportations."

Assertions from radical sources that the deported aliens are "going to their death," or are being treated inhumanely have been specifically denied by the authorities. While the *Buford* sails with sealed orders, the newspaper correspondents hear that it is bound for some Finnish port whence Emma Goldman and the rest can be given safe conduct to Bolshevik territory. The *Buford* will carry provisions enough to last 500 people for sixty days. There are Red-Cross nurses to take special care of the women of the party. Those deported were given opportunity to get plenty of warm clothing, which, according to most news dispatches, was done. It is also said that most of these people were well provided with funds. No chances, apparently, are being taken in connection with the safety of its ship or its officers. The crew are armed and will have the assistance of a guard of soldiers. The route and destination of the vessel are being kept secret as a precautionary measure.

As the *Buford* sailed through the morning mists of Christmas Sunday some of her passengers, according to a newspaper man who was on hand, went away "openly defiant and threatening revenge; a somewhat larger number appeared glad in anticipation of their return to their native land; but for the most part it was a silent, thoughtful crowd." In a parting statement recorded by the New York *World*, Emma Goldman said:

> "I do not consider it a punishment to be sent back to *Soviet* Russia. I consider it an honor to be chosen as the first political agitator to be deported from the United States. . . . . . .
>
> "I am prepared to assist the *Soviet* Government in every way. I am not going to stop my work as long as life rests with me.
>
> "My most important work is going to be to form the Russian Friends of American Freedom, which will be a society to carry on a propaganda in America. I consider that I am still an American. Deportation is the beginning of the end of the United States Government. The Government has signed its own death warrant."



"THE *SOVIET* ARK."

The United States army transport *Buford*, carrying 249 Russian "Reds" as America's Christmas present to Lenine and Trotzky.

A PLAN TO MAKE TWO IRELANDS

TO MAKE TWO IRELANDS GROW where only one grew before might hardly seem to be an ideal solution of the Irish problem from the standpoint of the English, who for generations have had their hands more than full with one Ireland. But strange to relate, England seems to be the only place where the Lloyd George dual Home-Rule plan for Ireland wins any great popularity. The Northcliffe papers like it as not ideal, but decidedly worth trying. *The Daily News* points out that it gives Ireland "greater autonomy than she has ever enjoyed since she lost her own Parliament." The proposal, in *The Daily Telegraph's* opinion, will commend itself everywhere "as a just and fair tender of self-government." Yet those most concerned, the Irish people, both north and south, as represented by their press and other spokesmen both in the old country and in America, are apparently inclined to reject the plan in advance. The Secretary of the Irish Labor party dismisses it as "unworthy of serious consideration." George Russell, the Irish poet, sees "nothing in the proposals calculated to produce reconciliation." The Dublin *Evening Telegraph* calls the Lloyd George measure "a political cynic's sad joke at the expense of the nation which he has thrown into chaos." Three-quarters of the Irish people, declares the Unionist *Irish Times*, will reject this bill, the principles of which "are hateful alike to Unionists and to Nationalists." In Ulster the Belfast *News-Letter*, mindful of the recent attempted assassination of the Lord Lieutenant of Ireland, asks if the Government is "going to yield to a demand for self-government under pressure of a campaign of assassination and terrorism." Ulster, say the correspondents, fears the plan as meaning eventual "domination by the Sinn Fein." A press correspondent in Cork cables the Universal Service that at the present time "the Nationalists will not consider a partition, neither will the southern Unionists," while "the Sinn-Feiners will agree to nothing short of a republic." President de Valera of the "Irish Republic" has stated his belief "that this new parliamentary plan is nothing more than another attempt of British politicians to fool the Irish people." The Irish in this country are equally unfriendly. John Devoy's *Gaelic American* viciously attacks what it calls in a head-line "Lloyd George's Still-Born Twins." Ireland, concludes this paper, "won't have his bastard Home Rule or his twin mice and will stand firm for the Irish Republic, which is the only possible solution of the Irish question." The plan for giving Ireland a northern and a southern parliament is denounced as "mutilation of the Irish nation," by *The Irish World* (New York), which predicts that the Irish people "will inform Lloyd George and his Orange coadjutors that Ireland is a nation, one and indivisible, and that as such she will never consent to the mutilation proposed in the substitute for the Home-Rule Act on the statute-book."

As the New York *World* sums it up, "Ireland greets Premier Lloyd George's Home-Rule proposal with disdain." Ulster, it says, "wants only union without conditions; Sinn Fein will have nothing less than absolute disunion." Other American papers despair of any solution of the Irish problem for some time to come. The New York *Herald* thinks that Sir Horace Plunkett was right when he said the other day that no plan for Ireland "evolved in England by Englishmen would ever be effective."

But the New York *Evening Post* agrees with Premier Lloyd George when he says that the settlement of the Irish problem is not to be found in the enactment of a Home-Rule scheme, but in its operation. The trouble, it says, is not that Ireland's ills are past remedy, but that a thoroughgoing remedy has never been tried to the point of being actually applied. It bids Englishmen shake off that "paralyzing fatalism" which is so common among them when they talk of their sister island. How, asks *The Evening Post*, can the assertion that the Irish question is hopeless be maintained until the attempt to refute it has been made? And the New York paper continues in this hopeful and practical strain:

> "It may be that the institution of a single parliament at Dublin would mean revolt in Ulster. It may be that southern Ireland would refuse to accept self-government without Ulster. But neither to Ulster nor to southern Ireland has the challenge been definitely presented. It would have been better for the Irish people if one scheme or the other had been tried. There might have been serious trouble, but a measure of wisdom would have been bought by the experience, and a large measure of responsibility would have been shifted from the shoulders of the British people, where it does not belong, to the shoulders of the Irish people, where it does belong.
>
> "Lloyd George's duty is to pass from words to action. There is overwhelming British opinion—Liberal and Labor as well as Conservative—for the Premier's basic principle that full independence for Ireland is out of the question. It is for Lloyd George, therefore, to rally his majority for putting into effect the scheme he has outlined—a legislature for south Ireland, a legislature for north Ireland, and authority vested in the two legislatures to effect a union when they so desire. Will Sinn Fein reject the partition of the country? Sinn Fein has rejected British rule altogether. Will coercion be necessary to put the scheme into effect? Coercion is now being practised in Ireland. Better a strong hand that attempts to cure than a strong hand that rasps and wounds. . . . . . .
>
> "As for the partition of Ireland, seemingly involved in the Lloyd George proposals, there is every reason to believe that the separation will not be permanent. The pull of historic habit and of economic forces will draw the two sections together if once the passions of the moment can be demobilized. The German Empire had its origin in a *Zollverein*, an economic union. The two unwilling partners in Ireland, divorced on account of temperamental incompatibility, may yet be reunited by the bonds of a common economic interest."

In his speech outlining the Home-Rule Bill, the British Premier emphasized the fact that in spite of the Sinn Fein agitation and the disorders in Ireland, Britain would never consent to complete separation. He also emphasized the analogy between the powers of the two Parliaments in his plan and those of the States in the American union. On separation he said

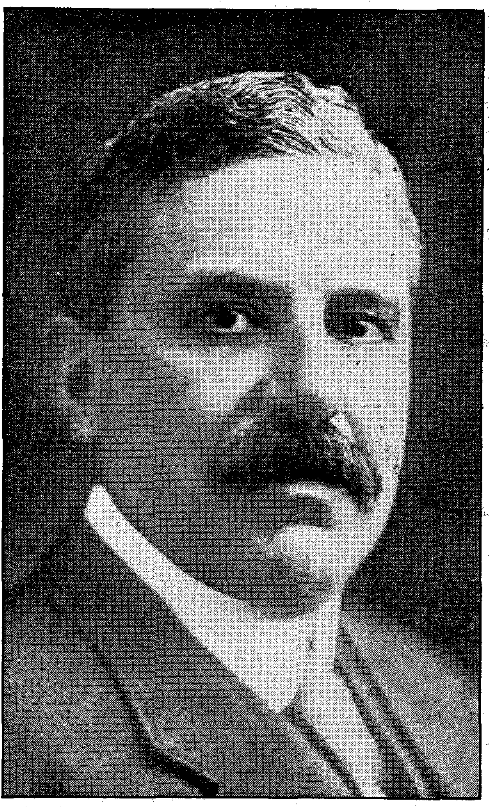
> "I think it is right to say, in the face of the innuendoes put forward from Ireland with apparent authority, that any attempt at secession will be fought with the same determination, the same resource, and the same resolve as did the Northern States of America.
>
> "It is important that this be known not merely throughout the world, but in Ireland itself."

Mr. Lloyd George appealed for fair consideration of the new plan, insisting that the question to-day is not who is to blame for past mistakes but who can settle the problem. Looking around, he "can find no section in Ireland that will accept anything but the impossible, and in the circumstances the British Government must take the responsibility for offering what wisdom and justice dictate."

The main feature of the Lloyd George dual Home-Rule plan include the establishment of two Parliaments: one for the South, one for the North including Ulster. These bodies have the option of creating a single legislature for Ireland with all powers not reserved to the Imperial Parliament. The Irish representation at Westminister is to be reduced to forty. Each of the two Irish parliaments is to have taxation powers, patterned on those of the American state legislatures, but Britain retains income and profit taxes, customs, excise and postal service. Each House is to control local matters and preserve law and order, except for the higher judiciary and the Army and Navy. Ireland is to "have advantage of all duties and taxes in excess of a fair contribution to the Imperial Government," now estimated at about $80,000,000 a year. If the United Irish Parliament comes into being, it may expect to receive additional grants of power under the Crown, but any attempt at secession will be put down with a firm hand.

WOOLEN INDUSTRY TO HIT H. C. L.

AN APOSTLE OF LOWER LIVING COSTS appeared at Lawrence, Mass., on December 17, the day on which the world was scheduled to "come to an end." William M. Wood, president of the American Woolen Company, is the apostle, and among the crowd of twenty thousand mill-workers which greeted him, held up his automobile, and persuaded him to tell them of his plan to erect a ten-story cooperative department-store in order that mill employees might buy the necessaries of life at cost, were many who had participated in the textile strike of 1912. At that time they were decidedly hostile in their attitude; on December 17 they greeted Mr. Wood as their economic savior. What were the feelings of the merchants of Lawrence who virtually were accused of profiteering by Mr. Wood is not known, but since he is the captain of the largest industry in New England, and is commonly known, according to the New York *Evening World*, to have the reputation of never starting anything which he can not finish, it is evident that prices on foodstuffs, coal, and clothing in Lawrence must be reduced to a reasonable basis or Mr. Wood will build a store and sell everying at cost not only in Lawrence, but in all other New England towns in which the American Woolen Company has mills—fifty in all. Evidently his spirit has little in common with the animal which grows his product.



WILLIAM M. WOOD.

"When a worker is granted an increase in wages and finds that prices have gone up in proportion, it represents what I call the industrial cat chasing its tail, and that is what I propose to stop."

The Boston *Herald* quotes Mr. Wood as saying, "I have no desire to establish a store in Lawrence unless I find it to be necessary for the happiness and welfare of those who work for our company." After the Bureau of Labor Statistics had found the cost of living to be higher in Lawrence than in forty-three other cities east of the Mississippi, and when, upon an investigation by Mr. Wood, it was learned that certain merchants in Lawrence raised their prices whenever wages in the mills were increased, Mr. Wood issued an "ultimatum" to the merchants of the city. His object, he declared, was to "stop this business of the industrial cat chasing its tail." Among other things, he said, according to the Boston *Herald:*

> "You must agree, I think, that this situation is intolerable. The employees ask for higher wages because the cost of living absorbs all they receive for their work. When the mill responds, apparently the workman is no better off, because his increased wages are absorbed by advanced cost of living. This 'vicious circle' can not continue.
>
> "It is up to you, the merchants of Lawrence, to provide some way to stop it. I will help you all I can, but primarily the job is yours. If you can provide some way to take our city off the list as the most expensive city to live in in the United States, and to prevent the increase of wages being absorbed by an increased cost of living, I have no doubt you will do so.
>
> "If you give it up and admit that you can not do it, I shall myself be compelled to try to do it. At least I shall try to protect and maintain the rights of the employees of the American Woolen Company."

Merchants of Lawrence naturally resent the charge that they have been profiteering, and the unfavorable comment throughout the country which ensued once the news became grist in the editorial writers' mill. In turn they challenge Mr. Wood to produce figures to prove his charges, and intimate that, when he once thoroughly understands the handicaps under which the retailers are struggling, he will abandon his cooperative project. That the American Woolen Company is a tremendously rich and powerful organization; that it earned $28,000,000 in 1917-18, and that it is fully capable of putting the plans of its president in force, is brought to the attention of the public by the New York *Evening World*, which sent a staff correspondent to the scene. The company could buy in large quantities for cash; it could take away 20,000 customers from the retailers of Lawrence and so has the merchants between "the two horns of a dilemma," says *The Evening World*. One newspaper makes this ingenious suggestion: "The Lawrence merchants might reply that, unless the price of woolen clothing is reduced, they will establish woolen mills."

What Mr. Wood intends to do can be done by "any solvent industrial corporation, and should set men to thinking," the Columbia (S. C.) *State* tells us, and goes on:

> "The significance of this warning should not be lost on persons outside of Lawrence, Mass. Mr. Wood's company is not the only industrial concern in the country having the capital and men at command to carry on a mercantile business if it appears necessary to the successful conduct of manufacturing. If overhead charges of the retailer be so great that he can not sell, save at tremendous profits, it may be that a wealthy corporation may enter the retail business without incurring these heavy charges."

The Pittsburg *Gazette-Times* is "not certain that the proposed remedy will prove effective," but says "we do know that cooperative buying is on the increase in this country, and is bound to grow under the pressure of economic conditions unless established merchants are wise enough to adopt measures for holding their trade." The Baltimore *News* mentions the hotel in Chicago which voluntarily reduced its rates, and declares that "initial action by somebody is necessary before any progress can be made" in solving the high cost of living problem.

Several papers point out that the "industrial experience of the company store has never been satisfactory," and say the plan of Mr. Wood's is open to criticism because it will be possible later to bring pressure to bear upon the employee in order to get his trade. The Lancaster (Pa.) *Examiner* remarks that the $28,000,000 profits of the American Woolen Company "may not be profiteering, but it is a tidy little sum," and reminds us that "people living in glass houses should not throw stones." *The Examiner* also adds that if the company, "owning fifty mills, is so very anxious to cut the cost of living, it might begin at home," in which case "the benefit would not be solely for its own employees."

No matter what the outcome of the Lawrence affair may be, it has served to call attention to what appears to be a sincere attempt at solving the high cost of living problem. While government officials at Washington have been talking and planning for months to this end, Mr. Wood suddenly conceived what seemed to him a feasible plan, and acted immediately."

NATION-WIDE TRACTION TROUBLES

ONLY TWO OF THE LARGEST CITIES in the United States are now enjoying peace in their local electric-railway situation. Such is the astounding statement of Mr. Harlow C. Clark, expert economist, and editor of *Aera*, a monthly magazine devoted to the interests of the electric railways. Cleveland and Cincinnati are the two fortunate cities, and Los Angeles and Toledo, according to press reports, seem to be in a fair way to settle their differences upon a basis similar to those of Cleveland and Cincinnati, namely, service at cost, sometimes known as the Tayler plan. If such a miracle should come to pass in Toledo, where recently the population either walked or rode in "jitneys" for a month while the traction interests and the politicians locked horns, then what the Kansas City *Post* terms "the knottiest problem in municipal life to-day" will have been solved.

A list of the large cities where traction troubles exist would be in effect the names of the largest cities in the country. Efforts to bring about an understanding between the electric railways and the people have been made in such cities as Akron, Minneapolis, New York, Duluth, Detroit, St. Louis, Birmingham, Seattle, Kansas City, Newark, San Francisco, and dozens of others, yet the desired results have not been accomplished. Altho it would seem from Cleveland's experiment, which was successful even during the war, that the problem could be solved by the service-at-cost method, Minneapolis voters administered an overwhelming defeat to a similar proposition for that city. This leads the St. Paul *Dispatch* to believe that the citizens of St. Paul would vote down the same plan, even tho "the street-car service is hopelessly inadequate, and may be expected to grow progressively worse." Neither of the Twin Cities has any alternative, and the St. Paul traction company faces a deficit for the year of half a million dollars, according to *The Dispatch.*

That the Tayler plan is something more than a mere theory is pointed out by the Columbus (Ohio) *State Journal*, which has been able to observe the workings of this service-at-cost plan in the neighboring cities of Cleveland and Cincinnati:

> "Detroit business men are behind a movement to solve their traction problem by adopting the Tayler plan that has been in operation in Cleveland for years. They have studied the plan and watched the results. It has brought good service and adequate extensions and betterments as they were required. It has kept the rate of fare as low as could be, based on service and six per cent. income on the actual investment. It is private ownership under public control. It has been successful thus far in avoiding the temptations of private ownership and has been free from the ills of municipal ownership. It has made the service one equal to daily needs, and has made the investment substantial and apparently secure.
>
> "The Tayler plan contemplates a real appraisal of the property so dividends are to be earned on the exact value of the property. The stockholders get six per cent. on their investment, and carfare is fixed at the lowest figure that will earn operating cost and the dividend. Detroit business men are weary of the troubles that have come from the unsettled condition and want a permanent settlement."

The Mayor of Detroit, however, a former partner of Henry Ford, does not think favorably of the Tayler plan; will not even listen to it, according to the Detroit *Free Press:*

> "The Mayor and his backers stand in a position of great responsibility and obligation. They have throttled the one promising, sensible movement for betterment or settlement of the street-car question made in Detroit in a great many years. It is now squarely up to them to provide a substitute for what has been killed. And this substitute must be something more than a scheme founded on some preconceived notion."

It is evident from many sources that there is a psychological aspect to the electric-railways problem. First, Secretary Baker termed the nickel fare a "psychological necessity," and now the Newark *Evening News*, in an editorial on the Minneapolis situation, asserts that "the controlling factor in the defeat of the franchise was public antagonism to the street-railway company." *The News* then continues:

> "The majority of the voters were willing to hit the trolley management between the eyes, regardless of the fact that the blow meant the rejection of the best system for controlling the street-railway service that has yet been devised—the service-at-cost plan that has been so successful in Cleveland in keeping fares at the minimum and giving the maximum of service."

It might be said, in passing, that the Tayler grant, under which the Cleveland railways operate, provides for a decrease in fare when the interest fund reaches $700,000 and an increase in fare when the interest drops below $300,000. At the present time Cleveland riders can purchase six tickets for a quarter; transfers can be obtained for one cent each. This offer, however, did not appeal to the voters of Minneapolis. *The Tribune* of that city endeavors to explain the situation:

> "Notwithstanding the vote we are still firmly convinced that the ordinance submitted was a good proposition for the city and should have been accepted. Its rejection leaves the city with no prospect of improved service for an indefinite period, probably a long period, unless this proposition can be revised in some manner for reconsideration at the polls.
>
> "It is obvious that the defeat of the ordinance was caused by a large class of citizens who went to the polls to register their doubts, rather than their convictions."

From statements made before the Federal Electric Railways Commission, which was appointed by the President to make a careful study of the electric-railways situation, it would appear that the railways are not in an enviable condition. Some of the things they have to contend with are: A rise in the price of materials since 1916 of more than 100 per cent.; a rise in wages during the same period of about 120 per cent.; refusal of investors to risk their money since security values have shrunk; seven millions yearly needed for extensions and improvements. At present the industry is capitalized at about six billions of dollars; there are 44,000 miles of track in operation, and about 300,000 men are employed, according to the figures of the Commission. In a brief filed with the Commission, its counsel recently advised against public ownership, and said that it is necessary to reestablish credit in the industry, in order to attract private capital and enterprise. The New York *Commercial* comments upon the brief as follows:

> "Two things are necessary to the reestablishment of credit. First, a legal assurance both of the integrity of the investment (by which is meant the return undiminished to the investor at the end of the period of its public use) and the assurance of a fair return during the period of its public use; and secondly, a favorable public attitude toward the enterprise.
>
> "The committee suggests as a proper legal protection to the investment the indeterminate franchise, providing that the community or a grantee of the community may at any time take over the property upon the payment to its owners of an agreed upon value, and such statutes and ordinances as will provide a flexible automatic rate of fare based upon the cost of service, including a fair rate of return, and a further reward based upon efficiency in operation which will act as an incentive to economy in operation."

Various reasons for the precarious condition of electric-railway companies in general are set forth by newspapers in different sections of the country. It seems that in Lawrence, Mass., the street-railways refused for several days to operate their cars in competition with autobuses, which the company said created a deficit in its accounts. That the jitney does make inroads upon the earnings of traction companies is proved by the statement of the chairman of the public trustees of the Bay State trolley system in Massachusetts that "the jitneys took away annually from the street-car system about $2,400,000, and if the company could secure that traffic it would be able to reduce fares everywhere it operates."

Seattle has come forward with a plan to regulate jitneys, requiring them to be operated only in districts not served by the street-railways. In Newark and Hoboken is to be found the same sort of public hostility shown in the election which defeated the Tayler plan in Minneapolis. Jitneys race through these New Jersey cities by hundreds. The Newark *Ledger* asserts that "the unpopularity of the Public Service Railway Company is the only thing that causes the public to tolerate the jitney as we know it." Continues *The Ledger:*

> "Any city commission or any city executive who lend themselves to the Public-Service scheme of eliminating jitney competition without giving something better and cheaper are courting quick retirement, either through the RECALL or at the first election following such action."

At a recent convention of automotive engineers at Akron, one of the engineers seriously advocated the substitution of motor-buses for street-cars, citing the success of the London motor-bus. The Wichita *Eagle* publishes part of the paper dealing with the street-car problem:

> "London is a good example. Its streets are narrow and crowded, but they carry more transportation than any city over here. What has happened to London will happen over here—the survival of the fittest, and the street-car must be driven off the streets.
>
> "Street-car companies can not profitably make extensions and care for the outlying districts. First, the street-car company's original outlay of capital is big and extensions cost huge sums. The street-car company keeps the residents within its fare-zone limits; the street-car concentrates the population and this keeps rents up and keeps the cheap land outside idle."

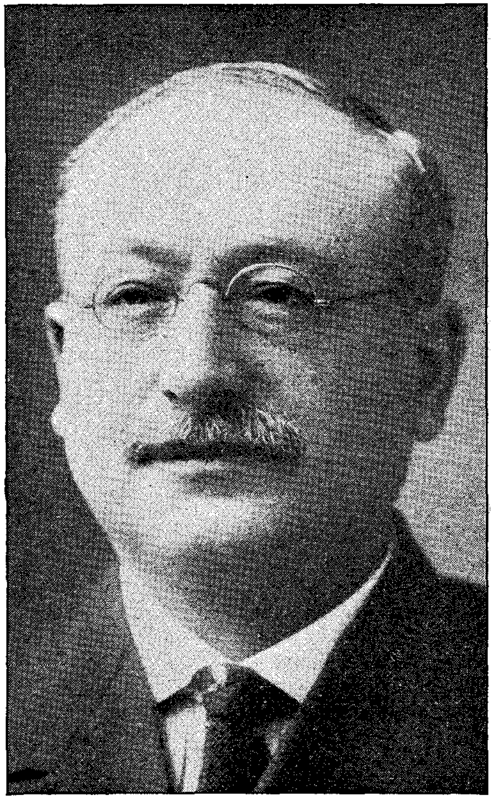
Commenting upon this rather unusual view, *The Eagle* significantly adds that "from all this it would appear that the gentlemen who are talking about higher fares and lower service are playing with a dangerous sort of fire." From other cities it is reported that a rise in fares, even to eight cents, is not a panacea. In St. Louis, for instance, the Louisville *Courier-Journal* points to a deficit of approximately eighty thousand dollars for the first month during which the street-cars were operated upon the basis of eight cents for a single fare. Referring to high fares in Chicago and low fares in Philadelphia, this newspaper declares that results in both cities show "that the higher the fare the fewer fares collected." The Wheeling (W. Va.) *Intelligencer*, which has evinced rather unusual interest in the traction problems of the country, thus comments upon the effect of rising street-car fares:

> "The problem of urban transportation is far more than a mere matter of dollars and cents. It has to do with the daily life of all the people living in a community. A few cents difference in street-car fare may determine whether a family of moderate means will spend its life cooped up in a hot, close, and often unhealthy tenement district, or will find a home for itself in the suburbs, where there is a chance for fresh air and natural surroundings. The city street is not the natural home for growing children. The open spaces make the best citizenship. The development of attractive suburbs means much for the physical, mental, and moral life of the people of the future, and a community can do no better thing than to assure cheap, quick, and easy transportation from its more crowded centers to the outlying territories, in which its people, or as many of them as possible, can rest and sleep and amuse themselves under healthful conditions."

WHY MILWAUKEE INSISTS ON BERGER

After "THE BOUNCING OF BERGER" by the House of Representatives had been hailed with some satisfaction by the non-Socialist press, Mr. Berger's own paper retorted that if they would keep their eyes on Milwaukee they would shortly see "Berger bounce right back into Congress." And now that he has been reelected in the Fifth Wisconsin District by a majority of nearly 5,000 over Henry H. Bodenstab, the Democratic-Republican fusion candidate, the papers are predicting still another bouncing. As the Memphis *Commercial Appeal* has it, "it will be worth going to Washington to see the artistic boosting Congress will give him." "Presumably Berger will be thrown out again," agrees the Helena *Independent*. Then his constituents may again reelect him as the Middlesex voters reelected John Wilkes every time the House of Commons threw him out, observes the New York *Times*, and "this game of battledore and shuttlecock may keep up for years to come if the district remains as inveterately opposed to American institutions as it is now." Nor do Mr. Berger's supporters have any illusions about his chance of being seated by the present Congress; but they are inclined to make the best of the situation. The Socialist New York *Call*, for instance, noting the prediction of Chairman Dallinger (Rep., Mass.), of the House Elections Committee, that the House will repeat its former action in the Berger case, refuses to be downcast, and says:

> "Should Berger be again unseated, he should be again nominated and elected. We think that this game of in-again-out-again extended over a number of years would enable Berger to serve the masses of the country better than to have him lost among the nonentities working in the national legislature."



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"YOU GOT NOTHING OUT OF THE WAR EXCEPT THE 'FLU' AND PROHIBITION,"

Said Victor Berger to the people of Milwaukee, and the voters of the Fifth Wisconsin District reelected him to Congress despite his conviction under the Espionage Act.

Altho Victor Berger is one of the outstanding figures in the Socialist party, the Buffalo *Evening News* is by no means the only newspaper to insist that his campagin was "not a Socialist campaign at all." One of our readers in Milwaukee wrote a day or two before the election to say that "if Berger does get in in this district, it will not be plain and honest Socialism that elects him, but antiprohibitionism and pro-Germanism." Press correspondents point out that Berger polled some 24,000 votes to his opponent's 20,000, whereas the paid-up membership of the Socialist party in the district is about 5,000. A Milwaukee dispatch to the New York *Times* notes that "Berger came out against the Prohibition Amendment, which earned him the support of wet leaders," while "others saw in him an opportunity to register their protests against the high cost of living, and railroad-workers withdrew from the Bodenstab organization because he would not favor the Plumb plan." A glance through copies of the Milwaukee *Leader* (Soc.), published during the campaign, seems to confirm these statements and also shows that Berger made a strong appeal to the pacifist and German vote.

The larger vote for Berger is attributed by the Milwaukee *Journal* (Ind.) to the support of the German Americans. Everyone knows, it says, "that there are thousands of men in the district who are aggrieved because the United States did not aid

Germany by laying an embargo on arms and munitions of war, because the United States did not let Germany violate its sovereignty at will, and because in the end the United States, in defense of its freedom, dared to take up arms against Germany." *The Wisconsin-News*, which has been recently acquired by Mr. Hearst, says, however, that the Berger vote did not come from any particular class: "He carried the rural districts as well as the city wards, where the labor vote controls; he carried Anglo-American wards as well as those where the German-American element predominates." This paper looks upon the non-Socialist support of Berger as a protest vote. Against such things as "the curtailment of the right of free speech, free press, and free assembly"; against "coercion" and "repression" and "espionage" and "investigation"; "against the propaganda of racial and class antagonism which certain newspapers and organizations have launched under the guise of partiotism"; against "patrioteering, profiteering, prohibition, and high living cost." The Republican Milwaukee *Sentinel* agrees that a heavy "protest vote" swung the election:

> "Thousands of voters in the district neither knew nor cared much about Mr. Berger himself, but did harbor a pronounced grouch on the subject of the high cost of living, of prohibition, of the losses and discomforts caused by the unconscionably long-drawn-out fumbling with the coal strike, of the spectacle of futility and disorganization in Administration circles at Washington."

Victor Berger agrees that his triumph "can not exactly be called a victory of the Socialist party," and in a postelection editorial in *The Leader* he tells the country just what he thinks it does mean. It is, he says, "a fair warning to the powers that be—in Washington, New York, Chicago, Milwaukee, and elsewhere—that the climax has been reached, that the common people can not be driven further, that 'the worm is beginning to turn.'" If the powers that be heed the warning, and work for a better understanding with the masses, then, we are told, "this election may turn out to be a good thing even for the capitalist class." But if they are so "drunk with power and blinded by greed and stupefied by fear" as not to heed it, then, of course, according to Mr. Berger, "this election may prove only the first rumbling of a coming revolution."

But whatever glory Milwaukee may have acquired in Socialist eyes by sending Victor Berger back to Congress, to other observers she seems sadly discredited. "No wonder the Kaiser thinks there's still a chance to come back," ironically observes the Wichita *Eagle*. "Milwaukee is without shame apparently," says the Helena *Independent*, "and altho that city, which is heavily German in population, indignantly denied it was pro-German during the war, it will have trouble convincing the country to the contrary." And the Buffalo *Evening News* comments:

> "Milwaukee needs sympathy more than opprobrium. Americans understand, of course, that her un-Americanism is not representative of the whole city. It is sectional—confined to a tribe that never helped Milwaukee or any other community they ever joined."

TOPICS IN BRIEF

Prohibition is just ruining the workhouse.—*Minneapolis Journal.*

The G. O. P.'s stable of dark horses refuses to stay in the dark.—*Newark News.*

Prices seem to think there is plenty of room at the top.—*Greenville (S. C.) Piedmont.*

Oil discovery in Alsace will not calm the troubled waters in Germany.—*Wall Street Journal.*

Every saloonkeeper in the land is willing to agree with General Sherman.—*Philadelphia Evening Ledger.*

We have a fuel shortage which we should like to exchange for a fool shortage.—*Boston Shoe and Leather Reporter.*

The Government can shut off your glass of beer, but it has no law for the adequate disposal of an anarchist.—*Philadelphia Press.*

We may, as Mr. Hoover says, have reached the peak of high prices, but the peak of higher prices is just beyond it.—*New York World.*

As you may have noticed, sugar that was scarce at eleven cents per pound is plentiful at 22 cents.—*Little Rock Arkansas Democrat.*

One reason we are a great nation is because we have been unable to exhaust our resources in spite of our best efforts.—*Ithaca Journal-News.*

Here and there are indications that rest and unrest have become synonyms.—*Philadelphia Evening Ledger.*

Now that the miners are digging coal again Congress is started on an investigation to find out what the strike was about.—*Pittsburg Gazette-Times.*

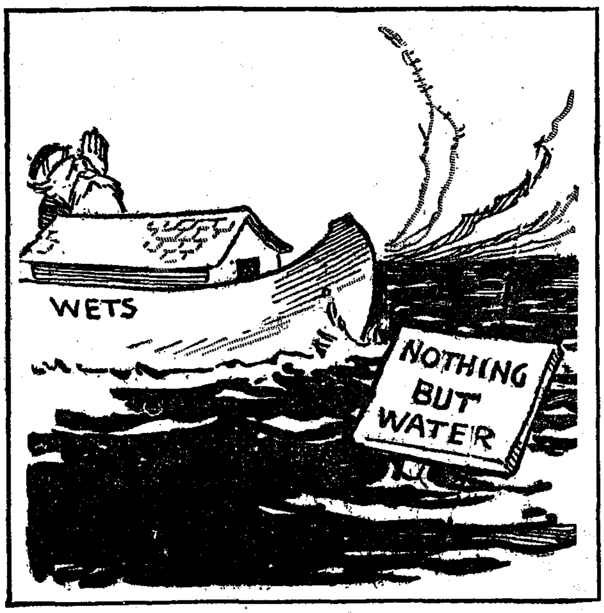
The only comfort is that profiteers have profiteers on every side to bite 'em, and these, in turn, have profiteers, and so on *ad infinitum*.—*Boston Herald.*

No wonder Germany is reluctant about giving up her war-criminals. She doesn't know when she may again need their services.—*New York Morning Telegraph.*

Apparently the Army and Navy had a hunch of what was coming to the League of Nations; one asks for $1,000,000,000 and the other for $900,000,000.—*St. Louis Globe-Democrat.*

A newspaper dispatch says that Berlin is spending its money madly. So are we, and the more we have to spend to meet the high cost of living, the madder we get.—*Long Island City Star.*

"Will Graves be a deciding factor in the Russian situation?" asks a Japanese editorial writer. Cutting out the capitalization we'd say they will be unless fighting stops pretty soon.—*Manila Bulletin.*



"ANYBODY SEEN A PEACE DOVE ?"
—Orr in the Chicago *Tribune.*

Supreme Court decisions are dry reading.—*Wall Street Journal.*

We don't know whom we're fighting, but we're still at war.—*Brooklyn Eagle.*

The war-news from Russia is sometimes bad, but generally worse.—*Financial America.*

We still are in doubt as to what the world has been made safe for.—*Boston Shoe and Leather Reporter.*

Is there not some Burbank who can cross the cranberry-bush with the sugar-beet?—*Minneapolis Journal.*

Predictions of the end of the world seem to have been correct in every detail except the date.—*Brooklyn Eagle.*

We think, Mr. Burleson, that we have the solution. Maybe Bacon wrote Shakespeare and he never got it.—*Detroit News.*

Ex-Emp. Karl of Austria says monarchy is the only hope of his country. It is also the only hope for Karl.—*Peoria Transcript.*

Lady Astor says that legislating requires less talk than electioneering. She doesn't know much about our Senate.—*Ithaca Journal-News.*

If Dempsey should go to France to fight Carpentier, it would be the first time he ever went to France to fight.—*New York Morning Telegraph.*

That chip on Carranza's shoulder was no doubt only a splinter that fell from his head.—*Columbia Record.*

As soon as the coal supply again becomes normal we are likely to have mild weather.—*Des Moines Register.*

Only indication of a fall in prices we have seen recently is the award of $39 to an Ohio girl in a breach-of-promise case.—*Boston Shoe and Leather Reporter.*

General Wood is encountering the old difficulty of getting enough delegates to nominate, but not enough to attract the attention of jealous rivals.—*New York Evening Post.*

A Brooklyn *Eagle* writer says that the Little Red Schoolhouse must get rid of the Little Red Teacher. A little better pay for teachers might solve the problem.—*San Francisco Bulletin.*

Representative Melendres has a bill to encourage folk to have more children. The trouble is that the doctor and the merchant also have bills with an opposite effect.—*Manila Bulletin.*

An English scientist has succeeded in blowing soap-bubbles that will last a year. The Bolsheviki have floated their bubble longer than that, and without the aid of soap.—*Boston Shoe and Leather Reporter.*

FOREIGN - COMMENT

FIGHTING THE BOLSHEVIKI IN FROZEN SIBERIA

Russian troops advancing against the Bolshevik forces over the snow-covered ground through a Siberian forest.

RUSSIAN COMPLAINTS AGAINST ALLIED "HELP"

A YEAR'S RETROSPECT on the results of Allied intervention fills anti-Bolshevik journals with gloom and regret, while it justifies in the Russian *Soviet* Republic press the protest against intervention which was issued on December 2, 1918, by George Chicherin, People's Commissary for Foreign Affairs. This protest is still valid, according to *Soviet Russia* (New York), official organ of the Russian *Soviet* Government Bureau, and from it we quote the statement that the Russian Republic has "never menaced or tried to invade the Entente countries; it only demanded to be left in peace to develop itself on the lines which its people have chosen for themselves, contenting itself with influencing, by word and by example, their toiling brothers of other countries, and not to be interfered with by the great military Powers which were carrying on the world-war."

On the other hand, the Vladivostok *Dalny Vostok*, a journal of the Extreme Right, which is considered semiofficial as an anti-Bolshevik organ, recalls that the beginning of the Allied intervention elicited outbursts of sympathy and good-will toward the Allies from all the loyal public groups. But, to their dismay, Allied action, both on Russia's soil and away from it, soon created perplexity in every direction. There follows an itemized list of complaints against the Allied military and economic policy, followed by a summing-up of the effort of the past year in which the anti-Bolsheviki worked side by side with the Allies. This reads as follows:

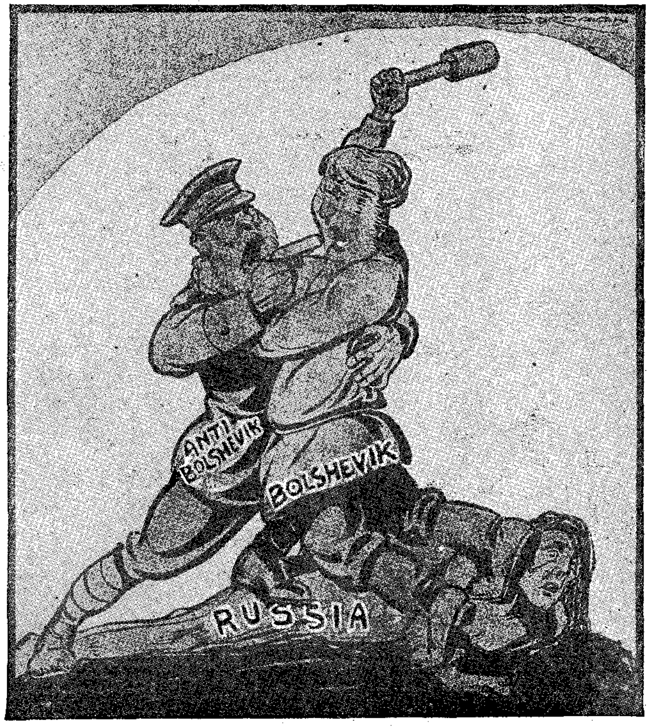
"*The English.*—We can speak of their war-activities in the extreme north and south. Siberia is also acquainted with their courageous behavior during the evacuation of Odessa. Help to the Ural front took the form of supplies. Their politics, however, showed the English to be very careful, thanks to the premature pretensions in Archangel, to the Caucasus, Turkestan, and Central Asia. *America.*—Gave a little help in the war on the Archangel front, but it showed its support of the alliance with Russia chiefly by giving credit. But America's help passed into an atmosphere of such political entanglement, indecision, indefiniteness, and diplomatic hesitation that it called forth on the part of Russia not only perplexity but indignation. According to everybody, America has lost the sympathy of Russia. . . . But the Americans are winning in China what they have lost in Russia. *France.*—The complete faith of Russia in France was shaken and uprooted by the behavior of the 'historical ally' in Versailles, and later with regard to Odessa. The help in Siberia, by preference financial, was utterly inadequate. The French proposed to send back at the expense of Russia the Czecho-Slovaks and the Poles. They say that the attitude toward France in Russia is the same as that in Siberia toward America. *Japan* came; received with a deathly silence by the Russians, expressive not only of distrust, but even of enmity, offering great sacrifices and prepared for absolute self-denial in order to render help. . . . The Japanese have laid the firm foundations in Russia for a future continental alliance. Having suffered several rebuffs in China, Japanese politics will be rewarded by its success in the Russian East, which will enable her in the future to talk with a voice of no uncertain prestige. *Italy* and *Roumania* showed some slight activity against the Bolsheviki. *Czecho-Slovakia* and *Poland.*—The first are famed for their historical appearance at Vladivostok. Siberia knows nothing of the second."

The bitter accusation that the intervention policy in Russia lost its original character is made by the Vladivostok *Dalnevostochnoye Obozreniye*, which says that at first it was "an expedition against the Bolsheviki," but under cloak of the support of law and order in Russia, "a policy of economic conquest of the great country and its adaptation to international relations is being pursued." This journal proceeds:

"The French statesmen are shaping all their plans to the possibility of war with Germany. Owing to the weakening of

Russia and new factors arising from the war, France bases her policy upon England and America. In the East—and there the interests of France coincide with those of England—Poland has to replace Russia in the capacity of the traditional enemy of Germany. . . . That's why France takes upon herself the support of certain national armies, not reckoning with the will of Russia, but aims at the creation of buffers against Germany, and favorably regards the seizures by Poland.

"Notwithstanding the repeated declarations of French public men to the effect that a strong Russia is necessary in the interests of peace, practical policy is determined by other considerations. Order in Russia is needed, her pacification is necessary, but the Allies are not at all interested that pacified Russia should be strong. The French investors will save their capital no matter what the size of Russia may be.



THE RESCUERS.

RUSSIA—"Who will rescue me from these rescuers?"

—*De Notenkraker* (Amsterdam).

"The opponents of intervention in the west are the national friends of the Russian democracy. One has only to wonder that the Russian public has not yet seen the light and for the sake of momentary interests is supporting a policy directed against the country. . . . The struggle against intervention is at the same time a struggle against the policy of a 'new Brest-Litovsk' whose victim Russia, as well as the future peace, has to become. . . . We deem it necessary to remark that public opinion in Russia, more enlightened than in Siberia, appreciates the changed relations between the Allies and Russia, as can be seen from the casual papers which find their way to Siberia."

On the question of so-called independent buffer states between Russia and Germany, Russian ill-feeling is exprest in the Irkutsk *Nashe Dyelo*, non-interventist organ of the Cooperative party, which says these states are really dependent on the Allies and under control of them. They are all expected to pay the Entente by fighting against the Bolsheviki, but, we are told:

"Reports from Bessarabia and elsewhere show that under the banner of war against Bolshevism our Allies have simply busied themselves with cutting up the skin of the bear, which they apparently consider quite dead already. . . . We have here a picture which is very instructive in its hideousness: Russia, for the sake of her allies, laid down in the fields of Prussia, Galicia, and Roumania the lives of more than five millions of her best sons. . . . But now, when, thanks to Russia, the Allies are celebrating their victory, and when Russia is shedding blood from countless wounds received in the war, the Allies allow the latest 'saviors' to cut living pieces out of Russia, thus cutting Russia off from the Baltic Sea. It is possible that by such methods the Allies will really isolate Russia from Germany, but it must be clearly stated that they even more effectively isolate themselves from Russia. The Russian people are gentle, and do not bear ill-will for long, yet they will never forget the 'friendly services' which cut off the hands and feet of Russia. . . . We Russians have firm faith in our people, and in our fate. We believe that in spite of everything the Russian national *Kultur* and power will grow."

Another Cooperative journal, the Irkutsk *Nashe Slovo*, says that the one way out for Russia is a federal republic, and it urges that—

"All classes of the community must show an irresistible will for the life of Russia as a whole and homogeneous organism. For in that lie all our political and economic interests. The Russian people, even without the Ukraine, is still a nation of nearly a hundred millions—numerically the greatest in Europe. And the united will of such a people none can withstand. . . . Already it is very important for our national unity to attract the sympathies of the small nations in Russia, who are beginning to be led astray by their visionary independence. The small nations must be convinced that the future Russia will not be for them what she has been hitherto, but a great federation of free peoples, among whom they also will be full members with equal rights."

CANADA'S EXCHANGE WORRIES

RAPID AND EXTREME FLUCTUATION of the exchange-rate between Canada and New York is a disconcerting feature of the general exchange situation, which continues to cause grave concern to financiers and business men. The Montreal *Financial Times* notes that the swiftly changing rate between Canada and New York "makes it impossible to take the measures that would at least minimize the inconveniences and losses which fall upon those obliged to remit large amounts across the border." An inordinately high rate, it is observed, if it maintained some measure of stability, would not be so perplexing as "unexpected and unpredictable drops and rises." This journal goes on to explain that when the rate rises overnight from 5 per cent. to 11, falls back to 6 the next day, and goes up to 8 the day after, the banker and merchant are forced to adapt themselves to shifting conditions created by circumstances beyond their control, instead of being in a position to regulate their affairs so as to avert the most serious consequences of the unfortunate plight in which Canada finds herself. There is no question of the soundness of the economic position of Canada, we hear from many organs of the Dominion press, which are seeking a cure for the feverish condition of exchange. The Vancouver *Province* outlines a remedy as follows:

"We do not need to buy in the United States nearly so much as we are buying. Imports of luxuries might be cut down by tens of millions to our national advantage. The chief economic difficulty comes in the importation of raw material necessary for the maintenance of Canadian industries. . . . We would not need a special credit with the United States if an arrangement between the United States and Great Britain were such that our transatlantic exports could be used to adjust our balances on this continent. Now that the situation has reached a point where the United States can not sell to other countries we may hope for some financial *modus vivendi*."

The nation's objective, says the Sydney *Daily Post*, should be to stimulate industrial production by every possible means. One vital requisite to this end is the maintenance of "a sane policy of industrial protection," and "another is to stabilize industrial conditions by removing the tariff issue from party politics." The Saskatoon *Phœnix* does not believe that protection would relieve the situation, which "would not be altered in the least so far as our general trade is concerned, except that great importing facilities might help to redress the balance." In the long run, however, *The Phœnix* adds, "our export business must balance up with our import business, and restriction of imports would simply mean restriction of exports, and that much injury to our general foreign trade."

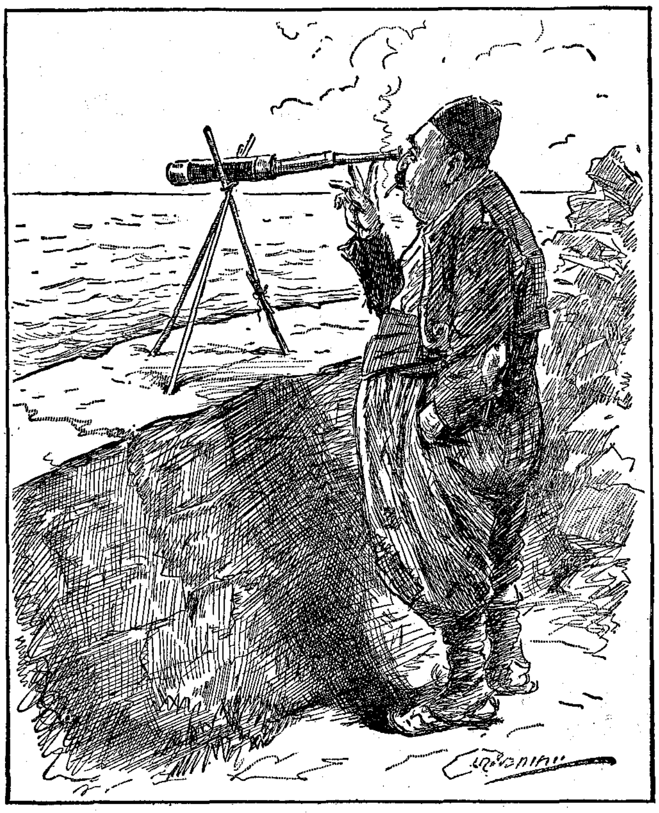
CAN TURKEY BE TRUSTED?

RUMORS IN FRENCH PEACE-CONFERENCE circles that the Turkish Empire will be granted a new lease of life under certain guaranties excites suspicion of Turkey. Just what should be done with it has been a puzzle full of possibilities for friction between the Allied Powers. This complication sustains the secret hopes of the Turks, it is reported in London dispatches, who believe the only chance they have to preserve a shell of the old empire is through the jealousies and conflicting interests of the Allies, especially Great Britain and France. The highest official opinion from the Turkish standpoint appears in a statement to Constantinople press correspondents by Mohammed VI., Sultan of Turkey, who is described as conveying "an impression of dignity," and who seemed "a reserved but worn-out old man, whose way had been full of pitfalls, with a groping in political darkness." So when he "shook hands with a hard grip" it was "a galvanic shock," writes one correspondent, who adds that this shock "made one more ready to believe that the Sultan had been able to assert his will against the old administrative officials who sought to control him before the armistice and after the armistice." The Sultan's statement, in response to questions submitted, reads as follows:

> "Turkish peace is desired quickly, because delay is worse than war. As for the kind of peace we desire, it is one that will keep the East tranquil, in which the Powers of Europe are concerned. Eastern peace can be maintained only if Turkey is left independent. Whoever knows the East will agree with this opinion. The Islamic world will be satisfied only with our freedom.
>
> "Regarding the American Senate, I believe it will be wise toward us. It is clearly unfair that other nationalities should profit by President Wilson's pledges and not we. President Wilson's principles were accepted by the Allied Powers. We also rely on their sense of justice and that of the American people, whose honor is involved.
>
> "Surely America will not disappoint the millions of Turks and the Islamic world.
>
> "Those who investigated impartially the Turkish question have discovered that, despite bad government, our people have many merits and deserve better treatment than it is reported they are to receive. Those Americans who do not believe the slander about us and who understand our difficulties will not countenance this treatment of the Turks.
>
> "With peace we will begin solving internal Turkish affairs. It is first necessary to preserve the tradition of the people, and it is my desire to secure the civilizing help of the great Powers.
>
> "I believe sincerely in the new Turkey, in her regeneration, her social progress, if we are able to secure the general education of our people and also the modern means of prosperity. The Turks are an honest, gifted people, and I shall endeavor with all my ability to attain these ends.
>
> "Turkey reconstructed will be the center of the East's peace and progress. It is my unwavering determination to reach this result. One big field is the emancipation of Turkish women. I believe it is through religion that we can best accomplish this, giving them the status of their American sisters, preserving their honor and probity, and assuring their welfare as family builders.
>
> "It will be seen that our religion is not against social progress. It is with satisfaction that we observe America adopting prohibition, which has been practised among the faithful Mussulmans for centuries. The tenets of religion are always helpful, when obeyed.
>
> "As a last word I wish to express my gratitude to those Americans who, after visiting us, feel that we are not as bad as we are painted, and also my reliance on the justness of Americans."

What the years of war have meant to the Turkish people is vividly revealed by the Constantinople *Wakit*, which says:

> "At the time of the armistice Anatolia was to the last degree weary and exhausted. Hundreds of thousands of her sons fought in foreign lands and rest in foreign soil; the necessary supplies of existence were broken up. A feeling of utter wretchedness was the fruit of manifold treasonable forms of gross injustice. Who could believe that in this exhausted body a new spirit would awaken and live feeling and purpose would be in evidence? But such a spirit did exist. The price has been heavy, but the sufferings of the war have at least borne this good fruit. The four years of war have been a school of painful experience. Old misconceptions have vanished. Old indifference and content have given place to a spirit of resolve to struggle for the attainment of what is right. This is due to our returning soldiers. They are few in number, but they are a new sort of men for Anatolia. Alert, resolute, bound not to endure injustice, they are men who have learned many new things in the school of experience. Especially is this true of the officers of training and experience in the world-war. The blow struck at Smyrna by the Greeks was so heavy that exhaustion and sickness are forgotten in the determination not to endure rank injustice in Anatolia. What is needed everywhere is the determination to follow the example that has thus been set us, to subordinate all personal and party interests to the common welfare, and work for the honor, integrity, and independence of our country."



WAITING FOR THE U. S. A.

—*Punch* (London).

That the leopard can not change his spots is evidently the belief of an American having intimate knowledge of Turkish affairs for the last decade, who is quoted by a London correspondent of a New York daily as saying that not only the Sultan's "henchmen" fear that "an honest effort will be made to kick Turkey finally out of Europe," but that this is the fear also of their rivals Mustafa Kiamal Pasha and his advisers. This American of Turkish experience is further quoted as expressing gratification that the United States is "unwilling to become embroiled in the Turkish problem," and he maintains that "it is now clearly up to Great Britain and France in particular to give the death-blow to that old policy of corruption of Turkey which rose to its worst state just prior to the war." He is reported as saying further:

> "It has been argued that one of the greatest difficulties in solving the Turkish problem lay in the fact that the Sultan was regarded as the Pope of the Moslem world. Nevertheless, Abdul Hamid could be kicked out without jeopardizing the peace of the Moslem world, and there have been times in the past when the Turks, by means of assassination, could rid themselves of other Sultans and then tell the Moslem world that the Sultan was an impostor and had no right to be called Calif. Mustafa Kiamil has probably gathered about him some strong forces, but is bluffing. Until all hope is lost of involving the Allies in the vicious circle of jealousies over their interests in Turkey, this bluffing will continue."

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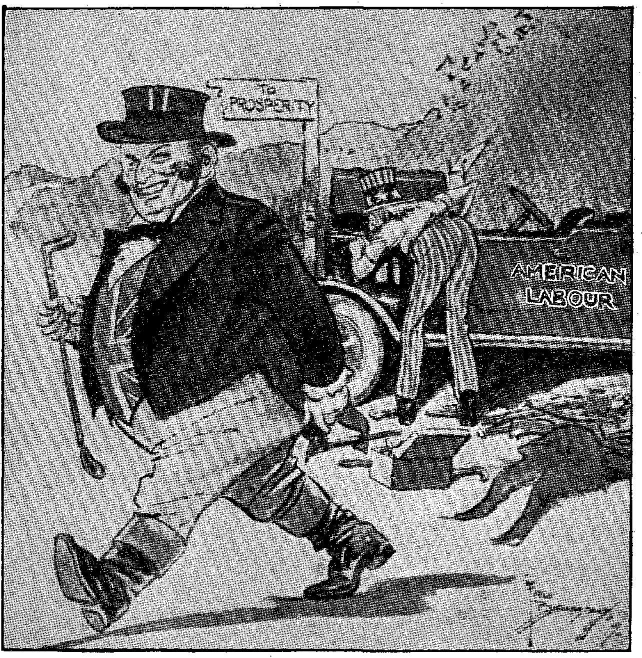
EUROPE WATCHING AMERICAN LABOR

AMERICA'S INDUSTRIAL UNREST, punctuated by the major explosions of the steel and coal strikes, attracts more than usual attention in the foreign press, tho labor troubles are epidemic throughout the world. The reason for Europe's interest in the American labor situation, explains the Manchester *Guardian*, is that America is of all nations by far the best able to contribute from her surplus resources and energy to the needs of the hardest hit; and America's turmoil menaces the supply to Europe of food, metals, and minerals. What is more, preoccupation with internal troubles "makes thoughtful Americans doubtful of and even hostile to implication in world affairs." *The Guardian* says, moreover, that the illness of President Wilson and the length to which industrial upheaval in the United States has been allowed to go "will be seen by historians to have contributed materially to handicap the League of Nations at its start." Of course the root of the trouble goes deeper than the absence of one great leader, and *The Guardian* proceeds:



"I'D SOONER WALK!"

—*The Bystander* (London).

"At bottom it is due to the almost inevitable failure of that 'melting-pot' which America was so confident would be sufficient to turn into loyal American citizens the vast flood of foreign immigration which has poured into the States for half a century. For some time before the war the melting-pot had ceased to melt. The aspirations, the grievances, the sullenness, and the violence of the extremists numbered in the ranks of America's foreign laborers have been opposed by the stalwart individualism of a people descended from pioneers, the conquerors and inheritors of a vast continent, who have sought to exploit to the full their great possessions by the importation of foreign labor, but who have denied to it many of the rights which we now regard as the charter of British workers. The logical outcome of this policy has been to give greater ground in America than in any land for the syndicalist doctrines of such bodies as the Industrial Workers of the World, and, on the other hand, to drive the American *bourgeois* and capitalist classes, through timidity, to extremes of repression even when dealing with labor demands which Englishmen would take as a matter of course."

The Guardian feels confident that America will find her own way out, and marks with interest that this way is sought by the most thoughtful Americans along the two following lines:

"First, since the melting-pot has clearly been overfilled, it must in future be handled more warily. The war has reduced immigration, and America has therefore a good opportunity now to educate her immigrants to some knowledge of the ideals as well as of the language and literature of their new country, in which some millions of them are still deficient. And since when they know more they will be feared less, one may expect their better education to have a mellowing effect on their employers as well as on them. Secondly, apart from this special problem, it becomes clear that if native American trade-unionism is to be kept from bitterness and constant unrest, the extreme individualism of the capitalist employer must be more effectually curbed than it has yet been."

But the London *Outlook* wonders whether, in the country "with the highest average of well-being and the greatest opportunities of material success," which is also the country "with the longest record of industrial bloodshed and violence," the causes of this turmoil do not "lie even deeper than the ramifications of the immigration question." We read then:

"One of them undoubtedly is to be found in the unprecedented powers and extent of capitalistic consolidations in the United States. It has been estimated that one-tenth of the manufacturing establishments of the country possess over eight-tenths of the capital invested, employ seven-tenths of the labor, and turn out nearly eight-tenths of the manufactured product. We in Great Britain think of these gigantic trusts as organized for controlling markets. The American workingman thinks of them as organized for dominating labor. With hardly an exception, they are opposed to every form of trade-union recognition and agreement; they take their stand on the open shop; and not a few of them work openly for the extermination of trade-unionism. Over against them are some nine million employees, about a third of whom are members of the unions. And these two armies, each seeking to crush competition, each straining after a monopoly, the one of production, the other of labor, confront each other in a country where the industrial mechanism is more impersonal than even in England, and the atmosphere in which it works more loaded with suspicion and distrust than even in Germany."

The London *Evening Standard* notes an interesting parallelism—with a due effect also of contrast—between the labor position in the United States and the labor position in England. In England trade-unionism is much more strongly organized than in America because—

"The note of the New World is individualism, and labor, like all other institutions, is affected by the desire to 'get on' without being bothered by restrictions of any kind. There is thus a great deal of 'free' labor, and the unions, having less real strength, are generally inclined to make up for the fact by an overplus of violence.

"But if methods differ, the issues are much the same in both countries. The root idea in America, as here, is to extort advantages by holding up the State. . . . . . .

"Attention may be drawn to the account from Switzerland of a Leninite plan for 'international action' about this time of the year. It involves 'demonstrations, strikes, a general strike, and (if possible) armed revolt.'

"We are far from saying that the trade-unionists in America, any more than the trade-unionists in this country, are consciously carrying out such schemes. But there is no doubt that in all countries a number of extremists are deliberately working for revolution, and that the mass of workmen, clamoring for objects which, whether reasonable or unreasonable, are not illegitimate, are being used as catspaws by this disaffected minority."

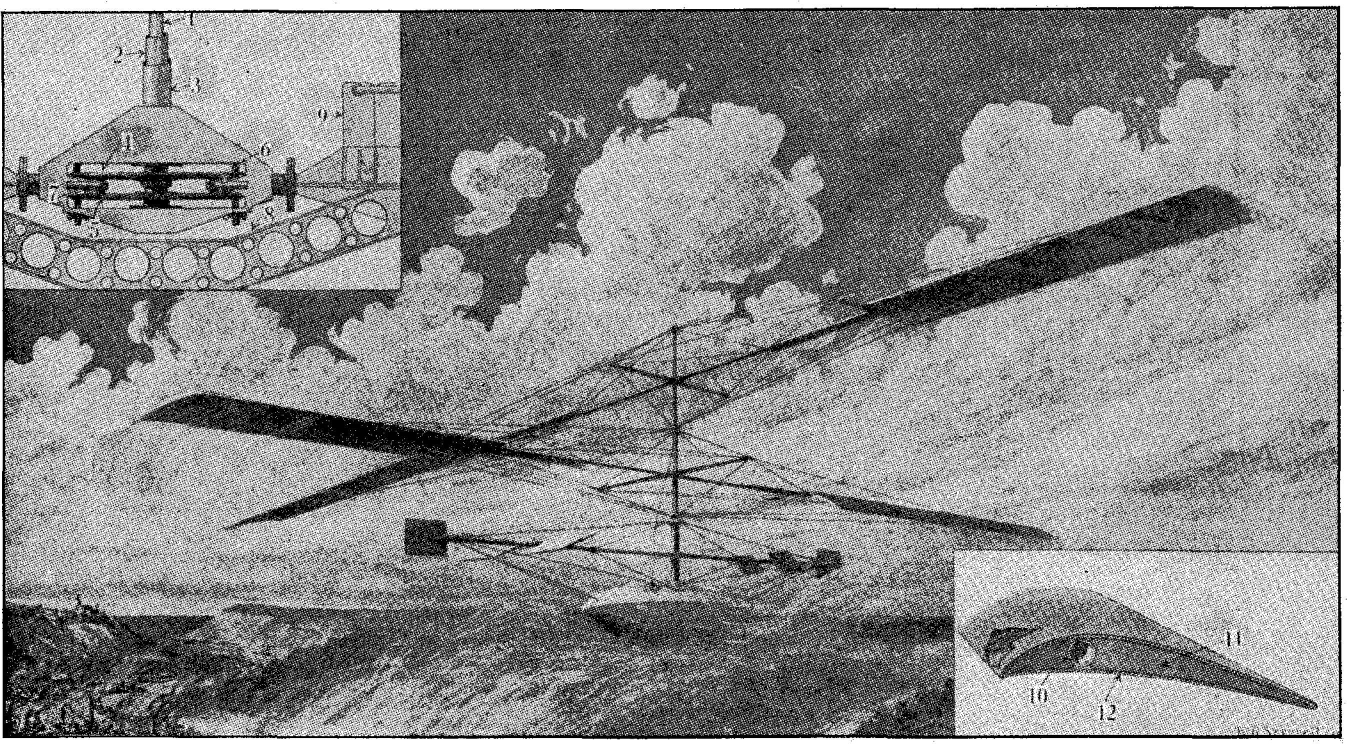
In speaking of the "Disunited States," the London *Globe* observes:

"The American Constitution is very exactly fitted to the American temperament, but, all the same, there is in the United States a very large revolutionary element which, without having any definite reforms to suggest, is desirous of promoting disorder for its own sake. For some time past it has been a considerable danger, and has given much anxiety to American statesmen."

An interesting pendant to this remark is found in the Socialist London *Daily Herald*, a labor organ, which says:

"The second industrial revolution is now taking place. The first deprived a man of his individuality and made him part of a machine to manufacture profits; the second is an organized cooperative movement to restore individuality, insure a man the results of his own labor and of his master's machine. That is the explanation of the American unrest and of similar unrest in our country."

SCIENCE AND INVENTION



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HOW THE HELICOPTER WOULD APPEAR IN FLIGHT, AND DETAILS OF TRANSMISSION AND REVOLVING WINGS.

FLYING WITHOUT WINGS

A FLYING-MACHINE that will fly without wings, by the action of its propeller alone, has been perfected by Prof. Francis B. Crocker and Dr. Peter Cooper Hewitt, two well-known New York men of science. The wingless flier, or "helicopter," is an old idea. Helicopters were built and tried long before airplanes, and they had only one thing the matter with them—they wouldn't fly. Their propellers were too small. The wings of the airplane do most of the supporting, leaving the propeller to do the driving. Professor Crocker and Dr. Hewitt make their propeller-blades so large that they are practically moving wings—propeller and wing in one, like the wings of birds—and they lift the machine straight up, without a preliminary run. Their flier will start anywhere and land anywhere. Robert G. Skerrett, who describes the new helicopter in the New York *Sun*, says that the French Government has just paid $40,000 for the patent rights of a flier of new type invented by Lacoin and Damblanc, two French engineers. Such details as are available indicate that this is also a helicopter in process of development, but Mr. Skerrett says that the American machine is already in shape for flying and that our inventors have, therefore, outstript their French competitors. To quote and condense his article:

"As has been pointed out both by Professor Crocker and Dr. Hewitt, a successful helicopter must exert a lift that is more than equal to the entire weight of the craft when full laden with the crew aboard. Previous attempts to build a flying-machine of this character have failed primarily because the propellers were too small in diameter to act upon a sufficiently large mass of air.

"Airplane propellers are exceptional when they attain a diameter of ten feet, and most of them probably do not measure more than six feet or so across. Therefore, to make up for this moderate span, they revolve from 1,200 to 2,000 times a minute.

"Unfortunately the spinning propellers defeat their own effectiveness by this rapidity of rotation because they set in motion the atmosphere for some distance in front of them. In proportion to this disturbance the screws 'slip' through the air instead of delivering to it propulsive beats.

"It is probably no exaggeration to say that quite 50 per cent. of the power delivered by an airplane's motors to the propellers is wasted in making what might be called 'holes' in the air. Technically this is termed 'cavitation.'

"With these facts before them Dr. Hewitt and Professor Crocker had first to decide in a general way upon a radical departure in aviation propellers, and they knew that they would not reach their goal if they accepted the dictum of other helicopter experimenters who announced positively that no propeller could be built and last that had a span in excess of thirty feet. Large as this diameter seems in comparison with the biggest of airplane screws, still the New York scientists knew that they could not realize their hopes unless their propellers were of considerably greater spread from tip to tip.

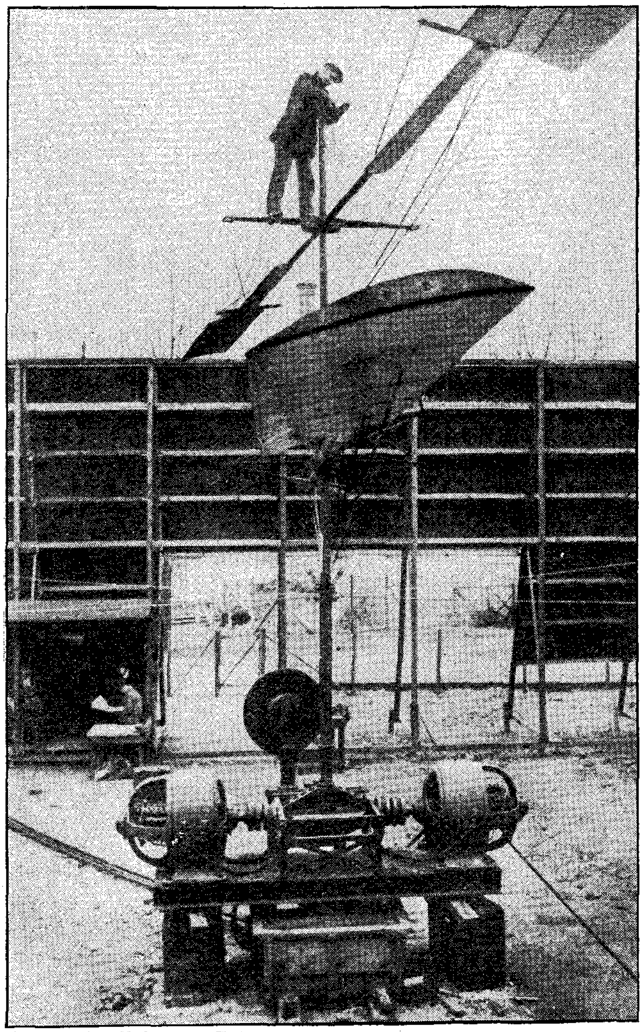
"The propellers placed upon *Helicopter No. 1* have a diameter of more than half a hundred feet—to be exact, fifty-one feet! Each has two blades, but in form these blades are radically unlike those which characterize the usual aviation screw. They have the least material where the airplane's propeller bulks largest, and they are patterned directly after the wings of the best of heavier-than-air flying-machines.

"To obtain lightness in combination with strength, the blades are cunningly fashioned of thin aluminum. They consist of aeroform partitions, placed laterally, which constitute the framework, and over these aluminum ribs is fastened thin plating of the same material where ordinarily cotton or linen fabric is employed in the run of flying-machines."

While saving weight, the use of aluminum makes the helicopter's wings non-inflammable. Indeed, the entire machine can be constructed of metal, to that extent lessening the chances of damage and hazard in the presence of flame. We read further:

"Because wings are dispensed with in the usual understanding of the term, *Helicopter No. 1* has a total surface less than 10 per cent. of that of an airplane carrying the same load. That is to say, aloft, a machine of that model would meet with correspondingly reduced resistance when traveling through the air. Owing in part to this fact, it is declared that the helicopter, for a given engine-power, will raise a bigger weight or, if desired, will go a good deal faster than an airplane of identical capacity.

"It has been said that the small propeller, by reason of its high velocity, sets up hampering disturbances in the air. Therefore, even tho the experts evolved a satisfactory propeller of extraordinary diameter, it was no less necessary that the screws should revolve at a low rate of speed, comparatively speaking. The intention was not to exceed something like a hundred turns a minute!



Photograph from Underwood & Underwood.

TESTING THE PROPELLER'S LIFTING POWER.

"At the same time it was realized that the aircraft had to be planned to utilize regular airplane engines. Now these motors, to make them efficient, are built to run at the rate of twelve hundred or more revolutions a minute. Manifestly, they could not be coupled up directly with the fifty-one-foot screws. The engineers' task, therefore, was to provide an intermediate mechanism that would 'step down' the motors' rapid pace. This was done in an exceedingly ingenious and simple way by means of a reduction-gear devised by Dr. Hewitt.

"*Helicopter No. 1*, during its months of ground-testing, was driven by two electric motors each of 100 horse-power. With the propeller blades set at a certain angle and the screws turning only seventy times a minute, the total lift of the two propellers amounted to 2,550 pounds! The machine in its entirety weighed about 2,300 pounds; and had it not been held down by intentionally added weight it would have risen straight up. At that time the combined effort of the motors was but a trifle more than 126 horse-power!

"One does not have to be an engineer to grasp the fact that the helicopter which Dr. Hewitt and Professor Crocker have brought to such a state—further operation of it was halted by the signing of the armistice—has cleared the way for profound changes in the every-day use of the heavier-than-air flying-machine. To begin with, the greater lifting capacity per unit of power means that larger loads can be carried economically; that a machine for a given service will do its work satisfactorily upon a much less costly propulsive plant; that higher speeds can be secured without adding to the motive equipment; and, finally, that a fixt quantity of fuel will take the helicopter much further than an airplane of similar carrying capacity. These facts have a direct bearing upon the commercial applications of the flying-machine.

"But the helicopter has other practical claims to recognition. Because it is capable of rising directly from the ground without a preliminary run or can return to the earth in a similar fashion, this means that the craft can get away from a moderate space—a flat roof, a street, or the deck of a vessel—and alight within a kindred area! It is not needful to dwell upon the difference between this maneuvering power and that of an airplane when leaving or returning to *terra firma.*

"Again, because the helicopter can descend with the utmost deliberation, it can grope its way amid fog, snow, or the darkness of the blackest night to a place where it may settle to earth without inviting a catastrophe. Further, it can come within a few feet of the ground and then rise without touching it if the location is not suited for a landing.

"From a military point of view this hovering power would prove of inestimable value, and would add enormously to the precision of attack by means of bombs or any other weapon with which the helicopter might be supplied. As a means of communication between ship and ship, or between land and floating bases, the helicopter is sure to make possible what is hazardous and even denied in the case of an airplane."

How is the machine of this type to move in a horizontal plane? By tipping the craft with suitable rudders. The machine will then travel in the direction of that tilt, and at the same time hold its altitude. Apparently the helicopter possesses a freedom of action when aloft which is greater than that of any other creature of the air. He goes on:

"It is self-evident that the helicopter promises to make its use possible in the heart of a city, and aerial routes can thus link immediately one town with another quite as freely and directly as is now the case by the accepted mediums of land transportation. The helicopter and the automobile or motor-truck may thus be brought into competition, and it would be quite unnecessary to provide more or less remote outlying landing-fields, such as are to-day demanded in the name of safety for the airplane. There is nothing fanciful in picturing landing- and departing-places atop of homes, hotels, business houses, factories, etc. In fact, Dr. Hewitt sees no reason why the helicopter should not leave and return to the ordinary street."

So far as floating power and balance are concerned, the helicopter is likened by Mr. Skerrett to a dirigible parachute. Its support is at the top and its steadying weight well below, and the machine is inherently stable. A pilot's mastery should be acquired quickly; and it is claimed that skill should be no harder to attain than in qualifying for a chauffeur's license. To quote further:

"Because a helicopter's screws revolve at comparatively low speed they become inaudible a short distance off; and inasmuch as the type lacks wings, and presents but a relatively small area of surface, it will be inconspicuous against the sky where an airplane would stand out well defined. These two differences would seem to add measurably to the helicopter's superiority as a military aircraft. It would be harder to detect by ear or eye and much more difficult to disable by gun-fire.

"Now that aviation is recovering from the setback which it received at the sudden cessation of strife, the intention is to remove the two electric motors and to substitute a pair of aviation engines on *Helicopter No. 1* and otherwise make it ready for flight.

"Inasmuch as two native geniuses showed the world the way in constructing actual man-carrying airplanes, it should be a source of rejoicing that two more of our citizens have achieved the so-called impossible and have produced a type of aircraft that reasonably promises to revolutionize the art of mechanical flight. Their success bears directly upon the further adaptation of aviation to national defense, to commercial transportation, and to the private use of the flying-machine for pleasure, convenience, and sport. The element of safety, thanks to the advent of the helicopter, has been tremendously increased."

TAPPING THE EARTH'S INTERNAL HEAT

SIR CHARLES PARSONS, inventor of the steam-turbine, proposed as long ago as 1904 to obtain power by sinking a twelve-mile shaft, thus tapping the earth's internal heat. He renewed this suggestion recently in his presidential address before the British Association for the Advancement of Science at Bournemouth. We quote from an account by John B. C. Kershaw, printed in *Chemical and Metallurgical Engineering* (New York). We read here:

"'In my address in 1904 I discust the question of sinking a shaft to a depth of twelve miles, which is about ten times the depth of any shaft in existence. The estimated cost was twenty-five million dollars, and the time required about eighty-five years.

"'The method of cooling the air-locks to limit the barometric pressure on the miners and other precautions were described, and the project appeared feasible. One essential factor has, however, been queried by some persons. Would the rock at the great depth crush in and destroy the shaft? Subsequent to my address, I wrote a letter to *Nature*, suggesting that the question might be tested experimentally. Prof. Frank D. Adams, of McGill University, Montreal, acting on the suggestion, has since carried out exhaustive experiments, . . . showing that in limestone a depth of fifteen miles is probably practicable and that in granite a depth of thirty miles might be reached. When we consider that the estimated cost of sinking a shaft to a depth of twelve miles at present-day prices is not much more than the cost of one day of the war to Great Britain alone, the expense seems trivial as compared with the possible knowledge that might be gained by an investigation into this unexplored region of the earth. It might, indeed, prove of inestimable value to science, and also throw additional light on the internal constitution of the earth, in relation to minerals of high specific gravity.

"'In Italy, at Lardarello, bore-holes have been sunk which discharge large volumes of high-pressure steam, which is being utilized to generate about ten thousand horse-power by turbines. At Solfatara, near Naples, a similar project is on foot to supply power to the great works in the district. It seems, indeed, probable that in volcanic regions a very large amount of power may be in the future obtained directly or indirectly by boring into the earth, and that the whole subject merits the most careful consideration.'"

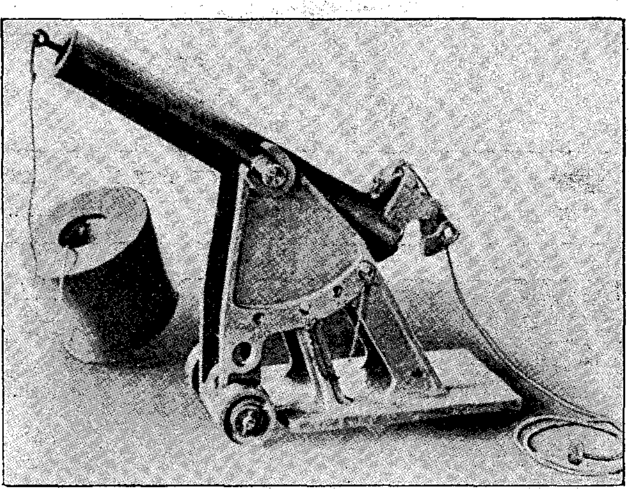
"Altho Sir Charles Parsons did not elaborate further his plan of obtaining power from the interior of the earth, the idea of constructing a deep shaft, and of then allowing water to flow in for the production of steam, *i.e.*, using the earth as an immense natural high-pressure boiler, is distinctly bold and original, and probably more practicable than the late Sir William Ramsay's project of sealing up a coal-mine and then generating a mixture of air- and water-gas *in situ*, by supplying air and water to the burning fuel. The greatest difficulty in the practical application of Sir Charles Parsons's plan, in fact, appears to be the time required to sink the bore-hole, which he estimates at eighty-five years, but surely with modern methods and machinery this could be reduced considerably. Since nature is already doing in Italy what Sir Charles Parsons is proposing to do upon a much larger scale, there is nothing inherently impossible in the idea, and therefore more may be heard of this plan of generating steam-power by aid of the internal heat of the earth before the present generation is twenty years older."

THE WORLD'S POPULATION—The loss of life in the Great War will interfere very little with the steady increase of the population of the globe. Every so often, says a writer in *The Journal of the American Medical Association* (Chicago, November 22), sociologists and statisticians begin to "view with alarm" this rapid increase and to predict world catastrophe as an inevitable result. He goes on:

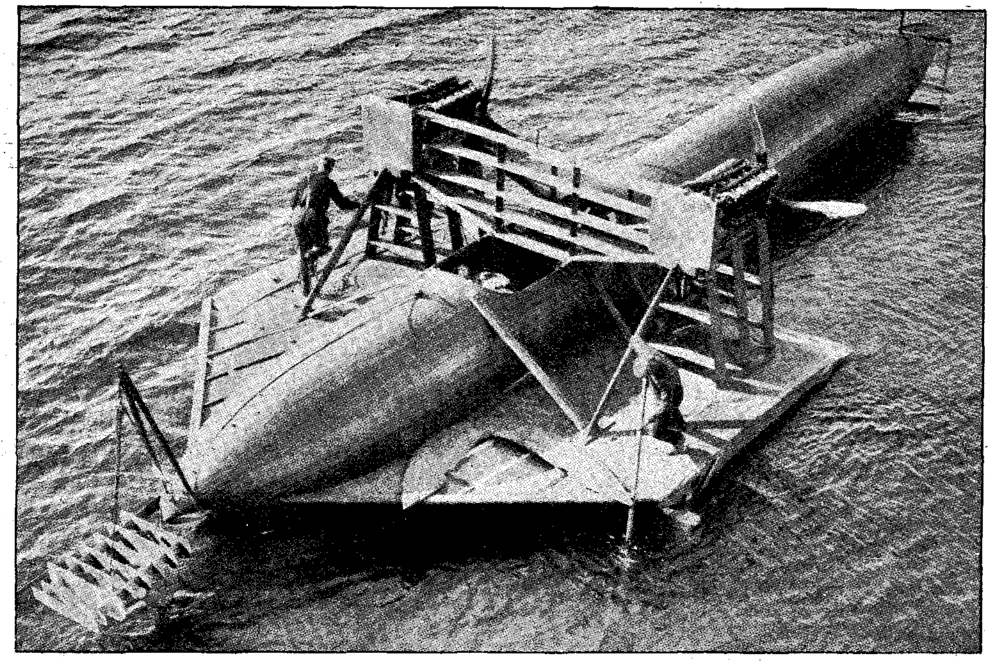
"Recently the statistician for the Commonwealth of Australia, G. H. Knibbs, in a monograph on population, stated some significant facts and estimates in regard to the present and the future population of the earth. Knibbs puts the population of the earth for the year 1914 at 1,649,000,000, or about thirty-nine million in excess of the estimate of Jaraschek, the French statistician, for 1910. The annual rate of increase in the world's population for the five-year period 1906 to 1911 Knibbs estimates at 0.01159, or 1.159 per cent. of the population. Should such a rate of increase be continued, it must result in a severe strain on the resources of Nature. Knibbs asks whether medical men in future will take a stand in favor of so colossal a population that the masses will scarcely be provided with the bare necessaries of life, or will they favor birth-control and a limitation of births in such a manner that the population of the earth shall never be greater than can be adequately provided for on a high plane of physical, mental, and moral existence?"

A NEW LIFE-LINE GUN

RECENT TESTS of a new gun for throwing life-lines to wrecked vessels, made for the United States Steamboat Inspection Board, met every one of the requirements established by the board and greatly exceeded the majority of them. This gun, we are told by *The Pacific Marine Review* (San Francisco, November), is unlike most of the guns now in use at life-saving stations and on shipboard, in requiring no separate powder charge, wad, or primer. The charge and projectile are one piece, thus eliminating the danger of moisture getting to the powder. We read:


THE NEW LIFE-LINE GUN.

"In one of the tests recently made, the cartridge case was immersed in water and then put into the gun and fired. In another, the barrel of the gun was filled with water, the cartridge inserted and successfully fired through the water, proving that any amount of moisture could not damage the cartridge or mechanism in any way. In none of the tests to which the gun was put was there a misfire or short shot. In every case the projectile went well beyond the mark, without the breaking of a single line. The recoil was found to be perceptibly less than any other gun of like character. The teeth on the bottom of the gun-carriage held the gun firmly in place during all of the tests. The gun is made in two parts, the carriage and the barrel are so constructed that it can be easily and quickly moved from one part of the boat to another and the barrel can easily be carried by one man. The wheels in front of the carriage allow it to be moved easily to any position required. Tests were carried out at each of the gun's four elevations—30, 45, 60, and 80 degrees. The board's officials commented particularly on the simplicity of the gun and the ease with which any one, even tho unfamiliar with its operation, could handle it. Another point which came in for commendation was the length of the life-line, which permits of accurate shooting at objects one thousand seven hundred feet distant. When a cartridge is inserted in the barrel, the life-line is attached to the projectile. A slight pull on the lanyard fires the cartridge and the line uncoils from its container without possibility of snarls or breakage. The gun is manufactured by the General Ordnance Company, which designed and built the famous 'Y' depth-bomb guns used during the war on the United States Army transports and on the Navy's torpedo boats, destroyers, and submarine-chasers. It also designed and manufactured the non-recoil airplane gun for attacking submarines—the only heavy artillery ever mounted on an airplane."



A GOOD VIEW OF THE NEW WATER-RUNNER,

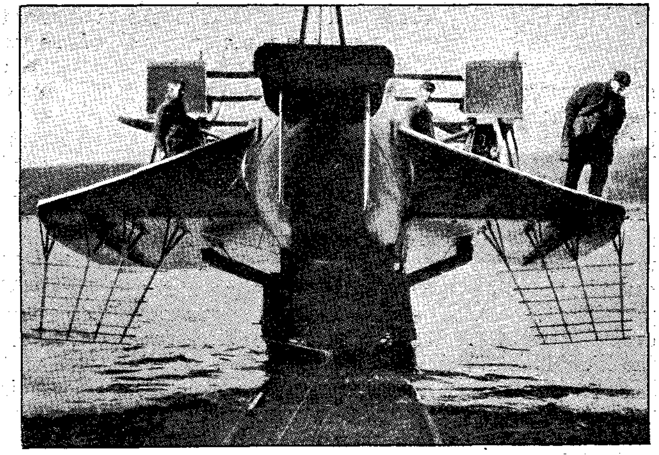
With the forward hydrofoils lifted to prevent damage in hauling out.

SEVENTY MILES AN HOUR ON WATER

HD STANDS FOR "HYDRODROME" (water-runner), and the *HD-4* is the fourth and fastest of the water-runners, or glorified hydroplanes, developed, after ten years of experimentation, on the Bras d'Or lakes in Cape Breton Island by Dr. Graham Bell, of telephone fame, and her designer, Mr. F. W. Baldwin, of the Bell laboratories. In *Motor Boat* (New York), William Washburn Nutting describes the new flier and gives a number of photographs taken by himself to illustrate her construction and performances. In the first place, Mr. Nutting tells us the *HD-4* is not a hydroplane in the ordinary sense. It is the successful development of the idea, by no means new, of lifting the hull clear of the water by submerged planes not a part of the hull itself. In other words, it uses the water to lift itself and takes advantage of the air's low resistance to propulsion. An ordinary hydroplane utilizes the lifting principle and dodges much of the resistance of the water, but is still comparatively inefficient because it uses only the lower surface of the plane. Writes Mr. Nutting:

"The steel planes are arranged in sets like the rungs of a ladder and graduated from large ones at the top to small ones at the bottom. The faster the craft travels the more of the planes rise out of the water until only sufficient surface to carry the load remains submerged.

"This automatic reefing of the supporting surface is one of the important features of the *HD-4* and one which, I believe, never has been attempted in an air craft, in which there is but one economical condition of speed and loading, a disadvantage particularly noticeable when taking off and landing.



THE HYDRODROME ON HER CRADLE,

Showing the two main hydrofoil sets. It seems almost unbelievable that when she is traveling at full speed only two of the tiny steel planes of each set are submerged.

"Now look at the planes again. You will notice that they are not set horizontally but have a slight lateral angle. . . . It was found in the early experiments that when the planes or hydrofoils were arranged parallel to the surface of the water, a noticeable irregularity occurred when changing speed or when traveling in choppy water, due to the effect of the entire plane entering or leaving the water at once. On the present machine the lower end of one plane is about on a level with the upper end of the plane below it, and for this reason the reefing process becomes smooth and continuous. Furthermore, it was found that the dihedral angle of the hydrofoils greatly increased the stability of the machine.

"The hydrofoils are arranged in three sets to give three-point support like that of an ice-boat, which obviates the twisting effect always present in a structure supported at four points. The fourth set at the bow, or 'preventer,' as it is called, is merely to keep the bow from diving and to help lift the machine when getting under way. At full speed it is entirely clear of the water.

"When looking at the planes for the first time, your impression is that they are ridiculously small to support such a large hull. But remember that the area of the supporting surface is in inverse proportion to the density of the medium in which it acts."

Mr. Nutting reiterates that a surface hydroplane is inefficient in using only the lower surface of the plane to obtain the lift. Few people, he says, realize that it is the upper face of an airplane that does most of the work. The results made public recently by the British Advisory Committee on Aeronautics show that never, even with simple flat planes, does the air impinging on the lower surface exert more than a quarter of the total lift. He goes on:

"The steel planes of the *HD-4* are cambered according to the results of countless experiments, in order to take advantage of the lifting possibilities of both surfaces. . . . . . .

"At present the hydrofoil surfaces of the *HD-4* are supporting approximately two thousand pounds to the square foot at sixty miles an hour, which is two hundred times the load carried per square foot of wing area in airplane practise. What the limit is we don't know, as the subject is absolutely unexplored beyond this point. The theoretical limit to the lifting effect of the upper plane would be at the point where an absolute vacuum was created above it. Just below the surface of the water this would be slightly above two thousand pounds per square foot, but the effect of another atmosphere could be obtained by submerging the planes to a depth of thirty-two feet, which would be impractical. . . . . .

"The hull of the craft is a torpedo-shaped affair sixty feet in length, with two outrigger hulls or pontoons each sixteen feet in length connected to the main hull by a deck. This deck supports the two Liberty motors which are mounted on either side just abaft the cockpit. It is made to work its passage, being designed in the form of an aerofoil, with flat under surface and cambered top and presenting a useful lifting area of two hundred and three square feet. . . . . . .

"The forward hydrofoil sets upon which the machine largely depends for support when under way are hung on a steel tube five and one-quarter inches in diameter, which passes through the hull fifteen feet from the bow. The tail set acts also as a rudder, the struts offering sufficient lateral surface for this purpose. It is mounted on a column six feet from the stern and is operated by tiller lines running to the steering wheel in the cockpit."

Now, says Mr. Nutting, hop into the cockpit and we'll take a ride; and if you want to hear anything for the rest of the day stuff some cotton into your ears before the motors are started, for they aren't muffled. Over goes the starboard motor with the crackle of a machine gun, and those on the deck scurry from the cyclone caused by the whirring propeller. The mooring lines are cast off and we slip out into the lake. He continues:

"Baldwin gives the air to the port motor and the exhaust becomes a continuous roar. At fifteen knots you feel the machine rising bodily out of the water, and once up and clear the drag, she drives ahead with an acceleration that makes you grip your seat to keep from being left behind. The wind on your face is like the pressure of a giant hand and an occasional dash of fine spray stings like birdshot. . . . . . .

"Baddeck, a mile away, comes at you with the speed of a railway-train and you brace yourself for the turn as Baldwin drives her through the narrow passage inside the island. You feel that she's going to skid as he starts to make the turn at full speed, but she doesn't. Just as the struts of the rudder set are sufficient to steer her, so are those of the main planes sufficient to keep her from side-slipping. Even more startling is the fact that she doesn't seem to heel a degree as she makes the turn. It's unbelievable—it defies the laws of physics, but it's true.

"Then you notice that you're traveling over waves a foot and a half in height—waves that would take the bottom out of an ordinary hydroplane traveling at such a speed. There is no pounding or jolting of the kind with which every one who has ridden in a racing hydroplane is familiar. A slight undulation like that you feel in a Pullman car is the only sensation.

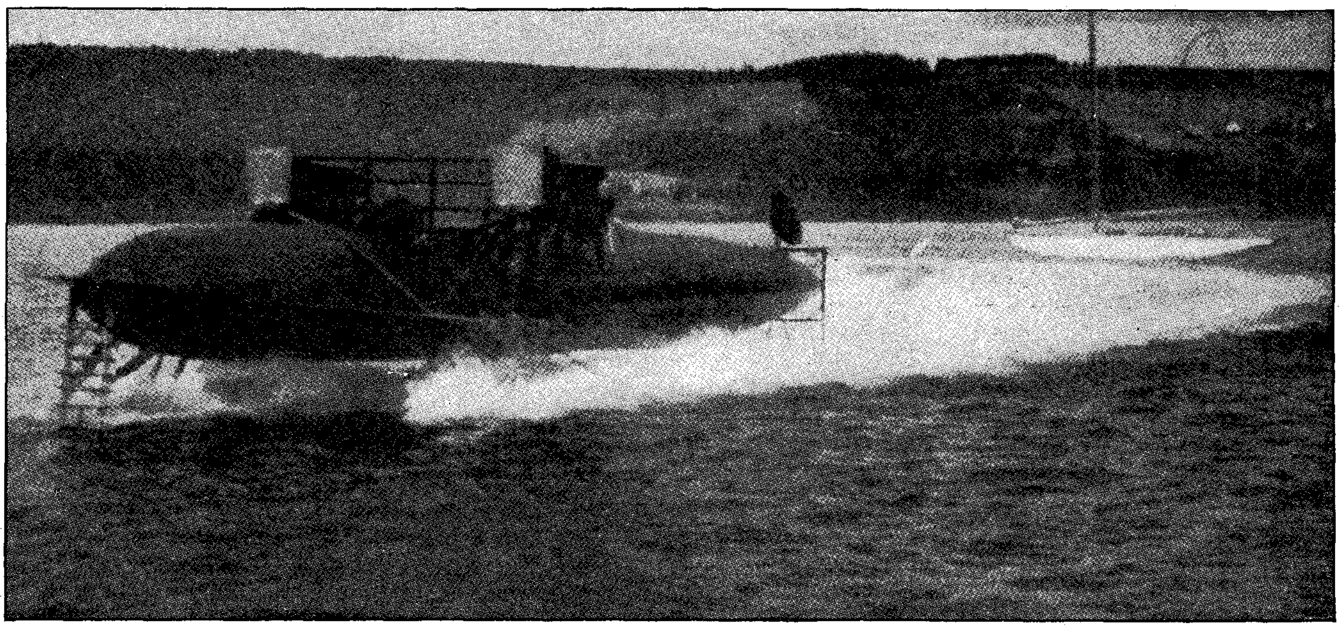
"As you get accustomed to the speed your confidence grows and soon you find yourself out of the cockpit lying over the edge of the deck on your stomach to see for yourself what's going on below. The 'preventer' at the bow is entirely clear of the water except for the tip of an occasional wave and all of the main sets are out except for the two lower ones on either side. Each square foot of submerged steel is carrying over two thousand pounds. . . . If you have ever flown, you know that flying is a dull business compared to skimming over the surface of the water at sixty knots, and for this reason there undoubtedly will be a future for the type for sport as well as for the more serious things at which Dr. Bell and Mr. Baldwin have been aiming."

DR. GRAHAM BELL AND F. W. BALDWIN, DESIGNER OF THE *HD-4*.

SHALL WE LABEL FIRE-TRAPS?—The labeling of buildings to show their degree of resistance to fire is recommended in *The Popular Science Monthly* (New York), by F. W. Fitzpatrick, who notes that every step of the way toward fire-protection has involved a fight with the property-owners, who ought to be most interested, and that force must always be used to get the degree of protection that the public needs. He continues:

"Since it is only by force that we can accomplish anything in that line, let's get still another law or ordinance through: the labeling of buildings. We have laws now as to just how buildings shall be constructed in this or that district, and it is the building commissioner or inspector who passes on the matter, interprets the ordinance, and is the authority in each city. Let us give him still another function: the inspection of all buildings of a public or semipublic nature—churches, halls, stores, hotels, apartment-houses, any building that houses more than twenty people under one roof. After these buildings are inspected they should be put in one of three classes and labeled.

"'Fire Resisting' would mean that the building is constructed according to all the requirements of fireproof construction; 'Ordinary Construction' would mean that the building, tho not fireproof, is reasonably safe and has the requisite sprinkling apparatus or other protection installed; 'Dangerous' would point out the fire-traps. No law, no police, no terrible lessons would have half the effect upon property-owners as would this labeling. With 'Dangerous' marked over his door, what chance would an owner have of renting his building?"

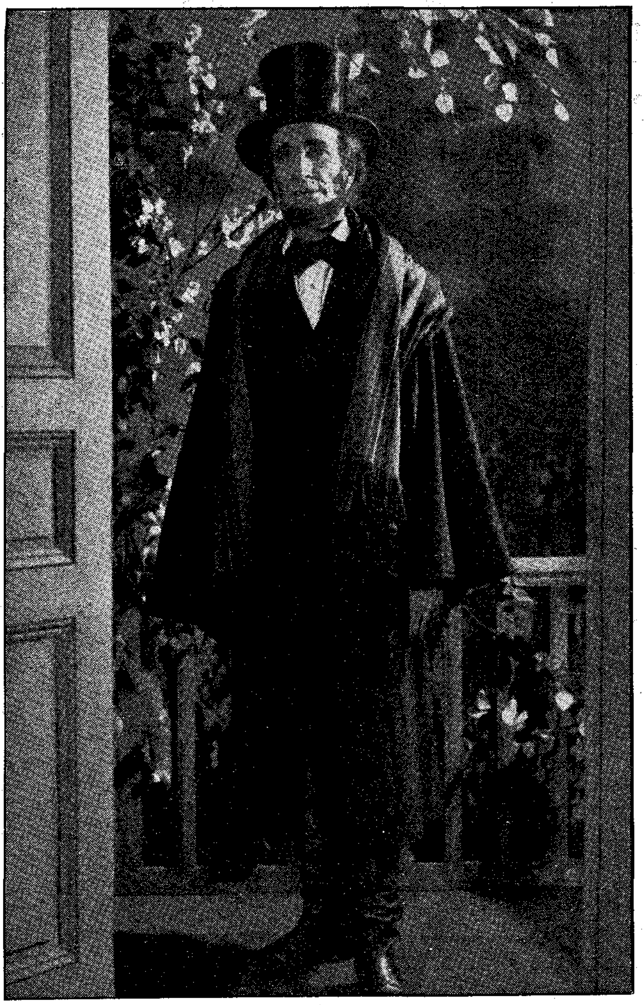

MAKING A HAIRPIN TURN AT HIGH SPEED.

DEPARTMENT OF SCIENCE AND INVENTION CONTINUED ON PAGE 78

LETTERS - AND - ART

"ABRAHAM LINCOLN"

"LINCOLN" WAS A CHALLENGE to New York critics in more ways than the mere content of the play and the quality of the playing. It came with such a weight of preliminary approbation that failure to approve was likely to bring a public demand for sound reasons. It must have taken courage in its sponsors to subject this play to what old Carlyle might have called a "Baphometic fire-baptism," for it began its American revelation in "the tense political environment of Washington, with a sick President, a Congress at loggerheads with him, world-peace settlement held up by inability of Senate and President to come to agreement, fuel strike, unsettled status of railroads, Mexican effrontery threatening war with that country—into as tense a situation as has ever existed." So says the Topeka *Capital*, which, turning over the words of a Washington correspondent, strains its eye from afar to be in on the big event. "The perhaps unknowing author," says the correspondent, "has stalked the spirit of the Great Emancipator, hardly heralded or announced. The acclaim of the Washington crowd . . . unabashed tears and the glowing faces of men . . . one-legged and one-eyed soldiers . . . girls, women, janitors, and millionaires at the capital have christened this play for England."



FRANK McGLYNN AS *LINCOLN.*

He showed a "sense of the poetry and nobility in the character," says the New York *Sun*, "and in making traits which sometimes became mere abstract principles seem personal and human."

We have told our readers about this play in its career of more than a year's success in Britain. Kings and statesmen have seen it there and continue to see it. From the correspondent already quoted we gather a fuller account from his article in the New York *Evening Post:*

"It has stood a difficult and severe test in Washington. Lincoln's son lives over Georgetown way, and there has been a stampede to hear what he thinks. John Hay's daughter and son-in-law, Senator and Mrs. Wadsworth, live in the Hay house, opposite Lafayette Square, and they naturally are among the critics of the impersonation of Lincoln's young secretary who afterward became Secretary of State. Night after night in the audience were men and women who recalled Lincoln's inauguration, or the night of the assassination, and the following days. It is too real, here at the capital, if anything. . . . . .

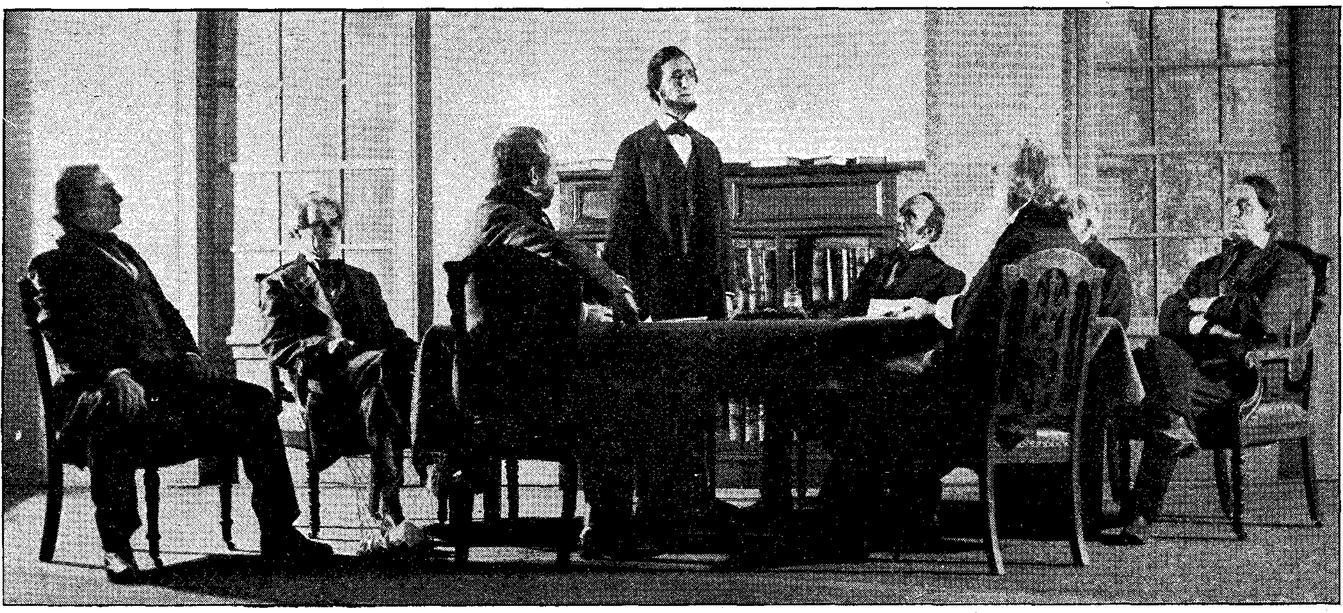
"The curtain rises. Champ Clark sits over there in the first box. Senator Newberry in the center; Senator Hale over a piece; Senator Walsh, Westerner, down in front; numerous Congressmen here and there. There is not a vacant seat to be seen. When the 'Star-Spangled Banner' is heard—the scene is not complete without the President. The audience then is transported to the Lincoln home in Springfield, where two codgers sit before an open fire talking. The infernal tidies and curlicued mahogany of the time are cruelly on view. *Lincoln* walks into the room.

"Wherever this play goes and however it survives the storm of criticism and praise it is sure to evoke, there will always be this tense moment when the American actor who has, one might say, the effrontery to impersonate *Lincoln* places himself before his audience to be measured. The first impression is not that of a perfect likeness. Awkward, pale, unprepossessing, smooth-shaven, some think Lincoln is truthfully portrayed from the first, for his features at this time are less familiar. But as the personality and deportment of the actor develop, the impersonation grows on the audience. Like the real Lincoln, he seems to transcend physical appearance, decrepit old 'plug' hats, and bagging trousers notwithstanding."

Transported to the more detached environment of New York, the play has less of the personal note in its appeal; but it is supported by that Washington credential. The voice of cold criticism speaks of the play as "no drama at all." "It has no plot, no interweaving of scenes. It is simply a series of episodes," says Mr. Towse in *The Evening Post.* "Yet the effect is precisely that designed: to exhibit in act and spoken word the character of our chief of men." What these episodes consist of is succinctly put in Kenneth MacGowan's review of the play for the New York *Globe:*

"On the surface, the list of its six episodes betrays not a trace of artifice. First, *Lincoln* in his own home receiving the nomination and giving us the background of his homely life. Secondly, the day when decision must be made, even in the face of a compromising Cabinet, to hold Fort Sumter, deny secession, and bring on civil war. Thirdly, war as it grows, spreading sorrow and hate, and bringing a gathering resolution in *Lincoln* toward the abolition of slavery—this pictured in two women callers at the White House and a meeting with a negro leader. Fourthly, the signing of the emancipation proclamation, once more against the Cabinet. Fifthly, the merciful end of war, with *Lee's* surrender and *Grant's* chivalrous terms. Finally the assassination."

To return to Mr. Towse's account, we find him asserting that "the success of this effort is what sweeps all before it, and makes all fault-finding incidental and subordinate." In this result it seems hard to apportion praise between the dramatist and the chief actor. Furthermore:



LINCOLN AND HIS CABINET,

Discussing the question of maintaining the Union forces at Sumter, which determined the war. At the extreme right of the group is *Burnet Hook*, the fictitious Cabinet member typifying the South.

"There could be no mistaking the answer which the crowded and intelligent audience in the Cort Theater gave to the question last night. Sympathetic yet with judgment reserved, its approval and enthusiasm visibly mounted. Chief credit for the triumph of the play must go to Frank McGlynn, who enacted *Lincoln*. His physical qualifications for the part were simply amazing. Whether as the beardless Lincoln of 1860 or the roughly hirsute and aging *Lincoln* of the White House, his presence and make-up were a marvel of fitness. The management was extremely fortunate to find an actor born for the rôle. And his representation of the inner *Lincoln*, too, was eminently satisfying. Without the highest idealization, it was yet true and moving and never struck a false note. Thus the main doubt which one had in reading the play was solved. Everything was felt to turn upon the representation. In the result, it appeared that the play acted better than it read."

With a little more severity still to the play, while the achievement of the actor is exalted, Mr. Wollcott writes this in *The Times:*

"It was apparent in the reading of the text that the success of Mr. Drinkwater's work would depend almost entirely on the actor chosen to play *Lincoln*. The playwright would not only have to rely on this actor to make the portrait and the play plausible, but would have to depend on him to fill in certain deficiencies in the play itself. To all who read the Drinkwater tragedy, with any previous understanding of Lincoln and his period, it must occur that this is a strikingly meager and unfurnished Lincoln play, a study in outline, done not with the thriftiness of artistic reticence, but with the bareness of ignorance, tho whether the ignorance was Mr. Drinkwater's or was the presumptive ignorance of his audience, was not so clear.

"The play seemed to the reader like a dramatized Child's History of Lincoln, done by some one who did not know much about Lincoln, for others who knew less. All the sympathy, appreciation, and good intention in the world could not prevent the portrait seeming needlessly scant. The actor has largely filled it in. He has, for instance, put the homespun texture into the characterization and he has put in what Mr. Drinkwater almost entirely forgot—a little of the humor of Lincoln. It is extraordinary how the twinkle in Mr. McGlynn's eye and the quizzical wrinkling of his smile have mellowed and humanized the play. As for the make-up and the lesser things of gait, posture, gesture, and intonation—Mr. McGlynn's work is admirable."

Even more into detail goes Mr. Broun, of *The Tribune*, showing, as the tributes multiply, what an ordeal in satisfying critical expectation the play has passed through:

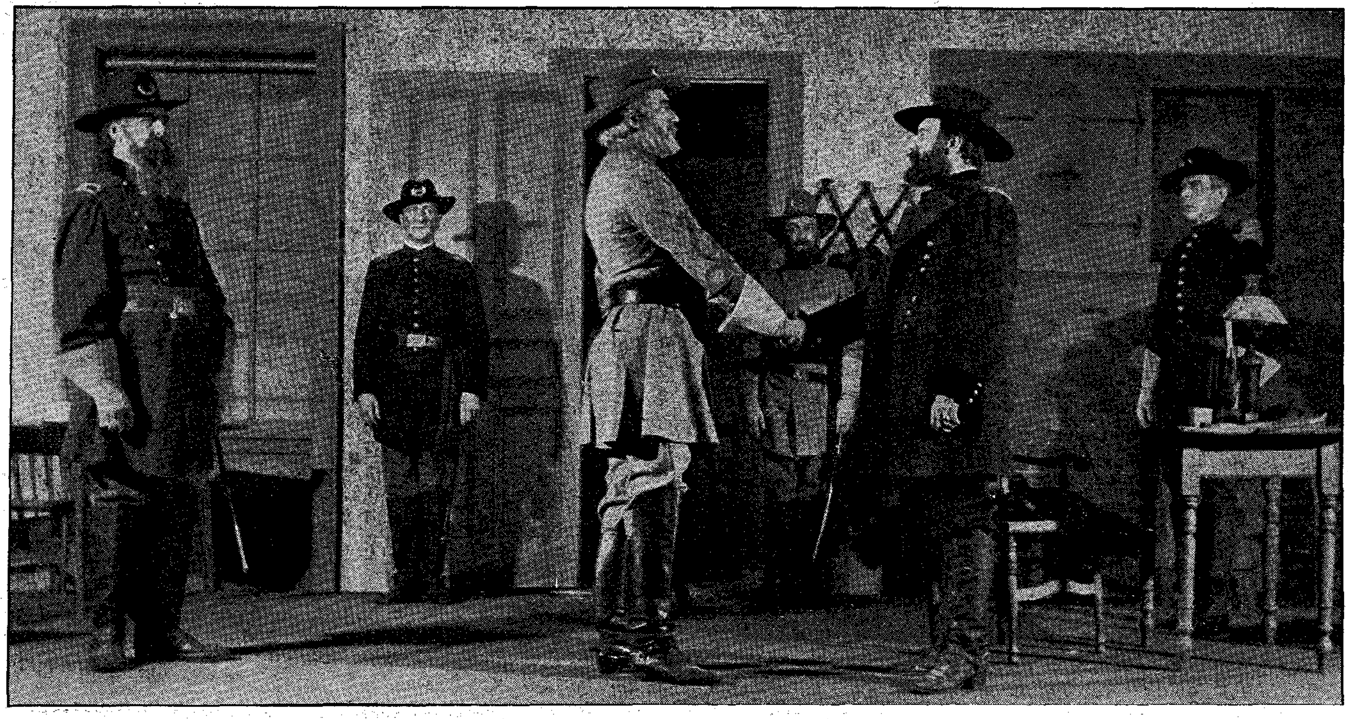
"It seems to us that Mr. Drinkwater has fulfilled his purpose admirably. Naturally he has not written the perfect or even the great Lincoln play. Such a work must contain Lincoln complete and unexpurgated. Drinkwater in his play tells us of Lincoln the austere and patient idealist. Of course, there was some such strain in Lincoln, but it was compromised and curiously mingled with the cracker-box story-teller, the shrewd and practical politician, the coarse and kindly humanist of a rude countryside. This has been largely left out by Drinkwater. His *Lincoln* would not only have no desire to tell a broad anecdote, he would not even know one. He would be much more inclined to make his point in some less specific way. There is even a hint of the platitudinous about him. Indeed, we have a well-defined suspicion that if one were to pull the beard from Drinkwater's *Abraham Lincoln* he would find Woodrow Wilson. This need not be a monstrous perversion, for if Woodrow Wilson were indeed such a man as Drinkwater imagines him to be there would be a considerable field of common resemblance between him and Lincoln.

"In such places as Drinkwater has departed from history, even to the extent of inventing a fictitious character for the Cabinet, he has exercised a wise dramatic prerogative in almost every case. Moreover, we found none of the rampant Anglicisms in the play which we had expected. They must be few. We noticed none. In the scene in which *Lincoln* announces to his Cabinet his intention of signing the emancipation proclamation, Drinkwater would do better to stick more closely to history, since it is more dramatic and interesting than his version. As a matter of fact, the reading from Artemus Ward puzzled and shocked all the Cabinet members, and it came as a complete surprize to them when *Lincoln* suddenly pulled the proclamation out of his high hat and read it. They had expected no such move at that time."

In this connection it may be instructive to recall a similar view of Mr. W. R. Titterton, written for *The New Witness* (London) of last February:

"We know so much of Abraham Lincoln, and we are so close to him, that Mr. Drinkwater had no right to give us an entirely fancy portrait—and this is what he has done. You will not meet at the Lyric, Hammersmith, that loose-limbed farmer-cum-attorney with the caustic wit and the kindly, frolicsome humors, who split rails and told Rabelaisian stories with equal zest, and whose emotional depths the casual acquaintance would never have divined. Mr. Drinkwater's *Lincoln* is always weighed down by the burden of his destiny—even before it is put on his back—and he is hall-marked 'The Great Modest President' at every articulation.

"That is a great opportunity lost! Yet this other *Lincoln* is a very impressive figure—tho we think it was a mistake to make him read Artemus Ward: His Book to the Cabinet. Mr. Drinkwater's President would never have done that, and you



LEE AND GRANT AT APPOMATTOX,

The former offering his sword, but, instead, receiving Grant's hand. The scene moves the audience to great applause.

can see that in his heart the dramatist disapproves of the proceeding. And so, no doubt, does the Greek chorus, which precedes and follows every scene. But then this is another mistake."

A recent issue of the London *Times* took notice of the play's continued London success:

> "To the Lyric Theater, Hammersmith, playgoers, from the King and Queen and the highest in the land to the lowest, have flocked in their thousands, and when the dramatic history of 1919 is written the success of 'Abraham Lincoln' will probably be its outstanding feature. This week it has been played for the 350th time, and, according to present indications, it will run well into the New Year."

THE PRESS AND PUBLIC OPINION

THE RECONSTRUCTION of our organs of opinion is now declared one of the pressing needs of the hour. A definite censorship of news may have been abolished with the end of the war, but the spirit of censorship so lives on that Mr. Frank I. Cobb, editor of the New York *World*, avers that "the United States needs more than anything else to-day the restoration of the free play of public opinion." It is five years since we have had the blessing of such a state, he told the Women's City Club, of New York, at a public dinner, and his remarks on the relation of the press to public opinion were supplemented by an English editor's observations on phases of the same theme. Mr. Cobb, as reported by *The World*, presents a vigorous portrait of this abused public opinion which would seem to warrant its being given another name:

> "In the war the governments conscripted public opinion, put it in charge of drill-sergeants, goose-stept it, and made it salute. Then it was molded by two methods—censorship and propaganda. Censorship was obviously to prevent the giving of information to the enemy; the result was that it suppress all information. It was stupid and ineffective.
>
> "Propaganda was as inevitable a development as airplanes and tanks. There were two kinds, the one giving information, like the British White Book and the State papers of President Wilson; the other a noisy, demonstrative propaganda, like the activities of a cheer-leader in a foot-ball game. Public opinion now is being made by private propaganda. Direct channels are closed and public opinion is molded through press-agents whose work is not to proclaim the truth, but to manipulate the news.
>
> "All the liberties that we hold to-day were won by resistance to governments. Either the people are fit to govern or they are not. If they are, they need no protection against revolutionary propaganda; if they are not, they need a revolution.
>
> "This is not a plea for the new radicalism, which is a negation of the sanity of free government. It is a plea for the restoration of free play of public opinion, for the restoration of the old faith of our fathers. God forbid that the supreme achievement in the war should be the Prussianizing of ourselves!"

Mr. Alfred G. Gardiner, for eighteen years editor of the London *Daily News*, was the other speaker. He offered some strictures on present-day developments in newspapers in both England and America:

> "I think the greatest of the evils of the press is the concentration of many newspapers in comparatively few hands. Lord Northcliffe and his brother own half of the papers in England. The opinions of millions are made by this man, who has had very little public life.
>
> "You have here an example in the case of Mr. Hearst, who has had no public career—no successful public career—so far as I know, who has no claim on the affections or esteem of the people. Yet he can not fail to be a person of great importance, for he is leading the minds of the people to conclusions that he wants them to arrive at.
>
> "I feel that the position of the press in England is one of grave misfortune. The tendency there is rather to depend on an appeal to passion than an appeal to reason. England is in danger of living upon head-lines, but that is not the worst. The press are in many cases poisoning the wells of public opinion, deliberately permeating the news with the subtle intention to bring about certain opinions in the minds of the people and certain actions on the part of the Government."

If these words are in the "key of blue," we turn for more cheerful prospects to Holland, where the first really international newspaper has just been established. Published at The Hague, *The World*, as it is called, "has for its object the bringing about of better understanding among all mankind." Its message has reached as far as Hongkong, for it is in *The Telegraph* of that city that we find this account:

> "That certainly is a very ambitious thing to work for, and the means by which it is hoped to achieve its purpose is by publishing contributions from writers in every land. Articles by French, German, Swiss, Dutch, Italian, American, and British

writers appeared in the first issue, and this may be judged a very hopeful send-off. But what will be of even more value than these contributions will be the world-press section of the journal containing extracts from foreign papers—in most cases in a different language from that in which the matter originally appeared. A writer, when writing for his own people, is generally more candid than he would be if he were writing for foreign consumption, and thus the value of the translated matter is infinitely greater than the contributed. Inasmuch as the movement is quite a new one and only in the nature of an experiment, it will be generally hoped that considerable support will be given to it, for even the most unimaginative can realize what great potentialities such a journal must have. In the world of the future, if ever the human race is going to work out its own high destiny, the present tenaciously held traditions will be superseded by faith, which will humanize all work, give greater security to life, and open up new spheres of activity. To bring into active unity peoples who would otherwise be unknown to one another is the very high aim of this newly launched journal, and as its contents will be published in no fewer than three different languages, it should have a very wide publicity. Together with the announcement that the paper is at present a weekly one comes the exprest hope that soon a daily edition will be possible, having an entirely new and independent news service of its own. To be independent of existing services will be to be free of opinionated reports.

"We have seen fit to call editorial attention to this new publication, realizing that it is only by some such means that there will arise the newer spirit of trust and interdependence that is so essential to the future good government of the world."

HIGH SCHOOLS AND DEMOCRACY

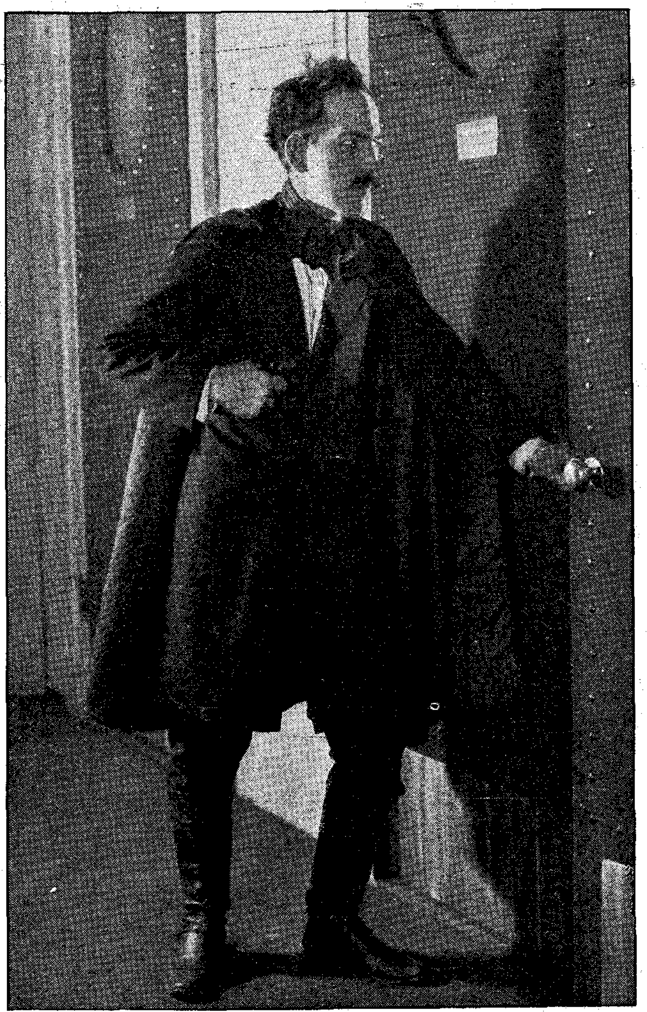
IF DEMOCRACY IS JUSTIFIED by its educational institutions, the more democratic those institutions the firmer the justification. Harvard, for example, has just measured out a tribute of praise for the public high schools of the country that need make no parent regret his means do not permit his sending his son to a private school for college preparation. The university records of four thousand students who entered Harvard as freshmen during the years from 1902 to 1912, inclusive, have been examined by investigators for Harvard and show results that the New York *World* finds at variance with the prevailing criticism of our public-school system:

"Boys from private schools passed more creditable entrance examinations, but once in college the students prepared at high schools displayed a higher percentage of scholarship. They won a larger proportion of degrees with honor, and they, moreover, had a much lower percentage of admonitions and probation and disciplinary punishment. It is the conclusion of the investigators that while the private school fits boys for college more successfully—'given a boy of fair intelligence trained with his fellows in a democratic public school, and you need have no fear that he will suffer in his college record either in scholarship or deportment in comparison with his more fortunate classmate who was carefully tutored at a private school.'

"In the light of this tribute, which is sustained by the carefully compiled statistics, what becomes of the sweeping criticisms of public-school methods of education? A school system that fits boys for the highest rank in scholarship at Harvard must be a pretty satisfactory system. Perhaps the public schools have suffered from the fact that they are too near home to permit of a view of their real merits in the proper perspective. Their advocates have reason to be gratified by the testimony to their thoroughness from the country's leading educational institution."

An augury for the persistence of the democratic spirit is seen in the enormously increased enrolment of the colleges since the present academic year began, and the likelihood is that the high school prepared the majority of these. It was expected that this year should show an advance over 1918, with the war at an end, but it was not foreseen that the gain would go as high as forty-two per cent. "More significant," says the Atlanta *Journal*, "is the fact that the attendance now is 21 per cent. above that of 1916, the year preceding our entrance into the war and the record season for large student bodies." It continues:

"Never before in this or any other land has so great a company of youth been gathered into colleges and universities. 'Bright sign in the midst of dark portents!' exclaims the Boston *Transcript;* and assuredly there could be no more heartening augury in a troubled world than this larger and more potent place which education is winning in our national life. Sound thinking and plenteous knowledge are the best preventive of destructive radicalism and the best aid to the forces that build up and lead forward. 'It is true,' wrote Lord Bacon, 'that a little philosophy inclineth man's mind to atheism, but depth in philosophy bringeth men's minds about to religion.' Equally true it is that neither Bolshevik nor autocratic cults can survive the light of genuine education. An educated Russia would never have brooked Lenine; an educated instead of a parrot-taught Germany would never have countenanced the Kaiser. We could find no happier omen for American democracy than the widening influence of truth-loving universities and colleges."



STEALING TO THE STAGE-BOX.

The assassin *Booth,* as enacted by J. Paul Jones, who holds the stage for one tense minute.

This influence can not reach as far as it should, adds the Atlanta paper, "nor wax as strong, unless more of our wealth is dedicated to its promotion":

"Particularly is this true in the South, where hundreds of young men and women aspiring to college and university advantages are denied them, or else compelled to seek them in the North, because our own institutions are unequal to the demands. For lack of facilities, colleges in Georgia and in neighboring States turned away hundreds of student applicants last autumn. Despite small endowments and outgrown accommodations, they are doing admirable work, and in some instances are winning nation-wide renown. But they must have larger plants and larger faculties and more money to maintain these if they are to keep abreast of their opportunities and needs. Thus there mingles with our rejoicing over the great enrolment in Southern colleges and universities a sense of poignant regret for the many who were turned away and of a solemn obligation to upbuild these sadly inadequate endowments."

RELIGION-AND-SOCIAL-SERVICE

RETURNING OUR DEAD FROM FRANCE

UNBEK. ENGL. SOLDAT

From "The Graphic," London.

GERMAN GRAVES FOR ALLIED SOLDIERS.

These have wreaths which, according to German custom, were placed on these graves at Cologne on All Souls' day. The fund for decorating these graves was inaugurated by the Cologne *Post.*

THE CALL FROM CERTAIN QUARTERS for the return of our soldier dead from France is insistent, and anxious friends seem unable to understand why our Government is unable to comply at once with their request. In these wishes it seems that British and Belgians share with us the desire; but that the impediment is the great burden that carrying out these wishes would impose upon the French. The sentiment against such an act exprest by ex-President Roosevelt before his death has been reechoed with added argument by Maj.-Gen. John F. O'Ryan, but the other side seems to hold the majority. "The French view," says the London *Daily Telegraph,* "is that no nation should be given precedence in a matter affecting several of the Allies, and in an official statement on the subject this view is exprest as follows: 'It has been definitely decided that the Allies who fell together for the same cause should remain together in death until circumstances permit the return of the bodies to the families for whom they sacrificed themselves.'" Further:

"The proposed law forbidding any exhumations for three years was not passed by the last Chamber, but the Foreign Office expects that it will be adopted shortly. The bill, as it stands, specifies a delay of three years from the promulgation of the law, but it is expected that this period will be shortened. The French Foreign Office states that it is probable that exhumations will be permitted considerably before January, 1922. The French are naturally anxious to hasten matters, as many applications have already been received from French families anxious to remove their dead to their own locality. Applications have also been received from Belgians and British, and it is for this reason that the French Government can give no consent until conditions are such that all the Allies may have an equal right.

"It is evident that this can not be for some time. To remove the million and a half bodies which are buried all along the Western Front, it would be necessary to divert food and other necessaries of life, which are being supplied, even now, in insufficient quantities to the inhabitants who have returned to the devastated regions. There remain many unidentified graves, and it is imperative that the work of identification be carried as far as possible if the minimum of confusion is to result. Even as it is, in the dreary wastes where little groups of men are buried together, and in the crowded military cemeteries, the work will be exceedingly difficult. In the case of Americans, many thousand miles away, the wish that the bodies of their dead should be sent home can be readily understood, but for the British, so near to France that the sound of the guns at the front could be heard across the twenty-one miles of water, the case is not the same. The French Government has undertaken—and it is a promise that will be kept whatever the complexion and foreign policy of the Government—that the military cemeteries in France shall always be well cared for, the British and Belgian as well as the French. That this undertaking is being carried out is amply proved every day, town councils, village mayors, *curés,* and peasants all seconding the Government in its work. It is to be hoped that this fact will not be lost sight of in England when conditions of transport, etc., become such that the question of the removal of British dead is taken up by the British and French governments."

Major O'Ryan's letter puts the matter in a sympathetic light, for both the French nation and for our own. He hopes that with a knowledge of all the conditions "a strong sentiment will develop among the families of the dead protesting against what seems to me almost a sacrilege—the removal of the bodies of our gallant men from those sacred sites in France where they died together, and which will become places of pilgrimage for the honoring of their memory." He writes:

"I received a day or two ago a letter from the Mayor of Bony, France, describing a pilgrimage made by the inhabitants of that town to the American cemetery, where lie the bodies of our dead, 1,680 in number, who sacrificed their lives in the assault upon the Hindenburg line in the vicinity of Bony, September 27 to 30, 1918. The sentiments contained in this letter forcibly show the reverence held by the French people for the memory of those who made such great sacrifices to aid them in their fight for their existence. It demonstrates conclusively the effect upon the people of France of the presence of those white crosses marking the graves in their midst of the Americans who died for them.

"Could there possibly be conceived any more certain safeguard against unpleasant relations in the future between France and America than these silent but remindful crosses? Lying where they do, even the mortal remains of these soldiers continue to serve their country. Do those who urge the deportation of these bodies from France and their dispersion in America contemplate the results of what they propose? Everything was done that could be done at the time when the evidence was fresh to identify and inter the remains of our dead. The work of recognition and burial began under fire and before the battle was ended. To attempt now to remove and disperse them would involve not only great expense but would carry with it many difficulties and regrettable incidents. Many men were badly mangled and shattered when struck by bursting shells. The bodies of others who were killed by bullets were later mangled by shell-fire.

"Before leaving France I caused to be recorded an expression of sentiment in each company of the regiments of the division, and the sentiment was almost wholly in favor of leaving the bodies in France, for it was then recognized that their later removal and reinterment in America in addition to involving infinite difficulties would reopen the wounds of sorrow occasioned by these losses. I have made it a point to question parents who have lost their sons in battle, and I find that with a very few exceptions they either prefer that the bodies be permitted to lie in our own cemeteries in France or they are willing to be guided by the soldier sentiment in relation to the matter.

"Undoubtedly the action of Congress in providing for the removal of the dead was actuated by motives of kindly sentiment, but it appears to have been hasty action adopted shortly after the armistice and before the sentiment of the soldiers could have been known."

THE MINISTRY WITH OTHER JOBS

IT WAS NOT QUITE A SCANDAL, but the word "sensation" is used to describe the effect of the act of the Rev. Howard J. Kingdon, of Poughkeepsie, who went to work in a hat-shop to eke out his income. Mr. Kingdon does not aim at a sensation, but only asks to earn a little "on the side," as other professional men are known to do, and nothing thought of it. "When a clergyman takes a week-day job in order to support his family, every paper in the country is full of the news. Why, I'm notorious," he exclaims. He has gone to pasting hatbands. The factory pays him $18 a week and the Baptist Church which he serves pays $20. His salary has remained the same for three years, while the cost of everything has risen seventy-five per cent., he explains to a representative of the New York *World*. He is sure his sermons will not suffer, for he "thinks sermons while he pastes hatbands," and for justification he cites the example of the Fathers of the Church:

"It's nothing new for a minister of the gospel to work, you know. In the early days of our country the minister was always a workingman, but because he was considered the man of learning in the community, the people brought their problems to him and he led in the meetings for worship. He might have been a blacksmith, but was still the minister. Indeed, very often he was a blacksmith and propped the Bible on a shelf above his forge, read a verse, and memorized it as he made his horseshoe.

"I wish that it were possible to-day for ministers to do as they did in those early days—have a business during the week and preach on Sunday. This ought to be the case in places where the minister has a congregation of working people. Too often the people think of the minister as being on a different plane, where if he, too, were a workingman, the workingmen of his community would receive him as a man among men.

"We can't always do as the early settlers did, for the times are too complex. In the Colonial days the minister preached from his Bible and was generally an exhorter. There were few great questions to be discust. To-day, every one is educated and the minister must be in touch with everything that is happening. The people are reading, and the ministers must read too, and I find that my hardest trouble with my job in the factory is I find so little time to read."

When asked how he prepared his sermons, the questioner found his imagination unequal to figuring the "scholarly looking" man at bench-work:

"I pick my subject and then I work out the points of my sermon in my mind as I glue hatbands. And I think I can preach a better sermon since I've been in the factory. I meet the laborers on common ground.

"When a minister meets men at the church door after the service he doesn't meet the real man or hear his real opinions. When he sits across the room from him at the noon hour and the men forget his presence, then he hears what men really think about things. He overhears their beliefs and their unbeliefs. He learns about the problems that face them and he looks into their hearts and knows how to reach them. He finds out from their conversation in the factory just what great problems of the day they want to hear about, or he discovers, as so few ministers of to-day seem to have discovered, that it isn't a national problem that the workingmen want to hear about, but God and the Bible and why the minister believes in a future life."

London papers report the examination of a clergyman of the Church of England in the bankruptcy courts, where he pleaded the inadequacy of his salary to provide for his family needs. The testimony brought out that his wife had served as a waitress in London. The situation of the Church in general is vigorously put by Mr. J. P. Collins, in an article written from London to the Boston *Transcript*. Thus:

"Our thoughts are running busily on the fact that a large number of the English clergy are crippled in their ministrations by an utter insufficiency of income. Of course, poverty and piety are supposed to go together. Most of the great ethical reformers were gentry of small income, or none at all. But since the wisdom of Christianity has ordained that its ministers must live in the world, this question of affording them the means of subsistence has been strangely mishandled, and it almost seems as if a mammonite blight hangs over the matter of money wherever the clergy are concerned. Whether a church runs its staff on celibate lines, or on a rule of obligatory matrimony, or the exercise of individual option in such delicate affairs, there seems no way of arriving at a happy mean between the affluence of a few and the comparative indigence of many. You get a terrific contrast when you find well-cushioned bishops and rural deans sitting cheek by jowl with half-starved curates as they did at the Church Congress the other day, debating on spiritualism and sex respect, and eschatology, and Christian reunion, and the census, and the vexed question of ritual, and the growing demand for the laity to have the lion's share in managing the Church of England's business side. Altho some of the decisions arrived at were timid and disappointing, and others were still more disappointingly postponed, there seemed to be a general sense that the war has supplied at once an incentive and a touchstone. Another conclusion was that, judged by the vast wave of emotional conflict which has passed round the world, the English Church requires zeal and stimulation to establish contact with the generality of people and bring her genuinely up to date."

A recent case is exposed by one of the bishops which beats, thinks the correspondent, even the bankruptcy case:

"A beggarly hundred pounds a year, or ten dollars a week, is the salary offered by a board of guardians to a chaplain for their poorhouse. It seems as if the poorhouse must need advertisement indeed to invite such a figurehead of poverty as that; or else the grocers and chandlers who make up the board must have a poor idea of a parson's necessity to eat and drink. But the secretary of one of our leading schools for educating the sons of the clergy (that is, of course, the Anglican clergy), has compiled a list of recent applications which shows better than anything else can do the state in which so many of these needy men and their families are living. Out of twenty-five cases, town and country, where these men are engaged as rector or regular curate, 'supply' or in temporary charge or else as chaplains of prisons, the average family seems to be four children (not infrequently running into seven), and their net income averages £180 a year; in one case it is only £100.

"Now, you would think that before launching into big expenditure the responsible authorities would attend to these crying disparities and consent to disestablishment, or redistribution of benefices, or some way of leveling the grave extremes between wealth and poverty, in this vocation of drawing men in the wake of him who told men to 'bear one another's burdens.'"

A MINISTER WITH A UNION-CARD

THE METHODIST CHURCH was once the workingmen's church. It can be again, thinks an observer in the steel-workers' district, and Jones, ex-steel-worker and at present Methodist preacher, of Steubenville, shows the way. During the strike this Ohio town had 7,500 men unemployed for six weeks, yet there was no violence there, and people of that neighborhood feel that "Finley Church was measurably responsible." The pastor of this church, Rev. William J. Jones, carries a union-card and has had a twelve years' experience as a steel-worker at Martin's Ferry. "With the sole exception of his daughter, who teaches school, all his parishioners belong to the working-class. He can make pastoral calls in the mills. He can spice his addresses with mill slang. When men come home after an especially hard day, he can draw them out as to just why it was especially hard." The observer for the Methodist papers, Mr. Rollin Lynde Hartt, interweaves his portrait of Jones with an account of Jones's methods with the workmen, particularly in their recent days of revolt.

"There are two kinds of sympathy. One is the sentimental kind. The other is the understanding kind. Jones understands. He sees his parishioners exposed to the peril of industrial accidents. He realizes that the majority of such accidents are preventable. He sees his parishioners overworked. Twelve hours a day they toil, seven days in the week, with a twenty-four-hour solid stretch of toil when 'changing turns.' He sees them underpaid. And among his parishioners there are coal-miners. Beautiful stories have gone broadcast about the high pay and short hours enjoyed by coal-miners. But suppose that 'because of overproduction' a mine works only four days a week. Suppose that the miner spends two hours each day crawling to and from his job. Suppose that while there he 'works in thirty-six inches.' And suppose that, as a coal-miner I talked with put it, he 'takes his life in his hand every time he enters the mine.'

"There are reasons why Jones might be forgiven if he were a hot-headed and thoroughly dangerous labor-agitator. Right next to him in a steel-mill he once saw a man's arm mashed between the rollers. Then came a carpenter and, at cost of a few dollars, put up the guard that ought to have been there all along. It was the old, familiar story—safety last. In telling of it, Jones boils. Who wouldn't? And yet, all things considered, it struck me that he showed remarkable self-restraint.

"Ever since the Homestead affair, steel-workers have hated Carnegie. When he began to offer libraries, many steel towns scorned them, and in Steubenville it is even now a point of honor among steel-workers never to enter the Carnegie Library. Jones thinks this a narrow-minded, vindictive, indefensible attitude on their part and says to them, 'Forget it! Go there and read, and pull out books, and if they haven't got the books you want, keep asking till they get them.'

"Tho relatively a small matter, in and of itself, this policy of his toward the Carnegie Library is important in that it shows the type of level-headed ex-workingman Jones represents. But he is emotional inside—tremendously so. When I inquired what took him into the ministry, he replied, 'I lost two boys.' As you walk with Jones through his parish, warmth glows out of him, and there is a fine, hearty ring in his voice whenever he shouts 'Hello!' to a lad across the way. And how he fires up with enthusiasm the moment you speak of his being at once a clergyman and a trades-unionist! Just here, he believes, is his distinctive mission. After a generation or two of estrangement, Labor has rediscovered the Church, and Jones has the inexpressible satisfaction of championing both."

There was a stroke of fortune for Steubenville, for the strategic location of the Finley Church, and a trades-unionist pastor like Jones; and Mr. Hartt finds it "easy to predict that something significant might occur when the 7,500 steel-workers went out on strike." He goes on:

"Jones stood for order, for self-restraint, for law-abiding Americanism and applied decency. His parishioners backed him up. Not only that, outsiders came pouring in to hear his Sunday-evening sermons to strikers, and outsiders put up the notice at strike headquarters and persistently urged Jones to take the stump at labor-meetings. Such requests met always the same reply: 'If the Bishop orders me to, I'll do it. Otherwise, no.'

"Jones takes all this, not as Labor's tribute to Jones, but as Labor's tribute to the Church, and he felt the same way when, during a recent traction strike, he was mentioned for a place on the arbitration board. It is my own feeling also. Heartily as I admire the Rev. William J. Jones, I am not for overpraising his abilities. What stirs is the way labor responds. Because Jones has been a steel-worker and because the Finley Church is made up principally of steel-workers and their families, with a few coal-miners thrown in, the strikers receive its message, welcome its leadership, and bid fair to increase its power."

AFTER-WAR HATRED OF JEWS IN GERMANY

A FORMIDABLE WAVE of anti-Jewish agitation has arisen in Germany, particularly Prussia, since the end of the war, and seems, according to a Munich correspondent of the New York *Evening Post*, to be gathering such strength as to portend pogroms and a bitter internal race-war. It has aroused the attention of Jewish organizations and the Jewish press and those great dailies which are controlled by Jewish capital are trying to stem the anti-Semitic wave. The *Evening Post's* correspondent attributes this move to the "great unrest and despair due to the break-down of the old régime, the labor unrest, the numerous revolutionary disorders, and the severe peace-terms," which have made every one bitter, and efforts to lay the blame on the Jews easily gain popular support. One Bavarian general has been quoted as saying:

"The Jews are to blame for the ruin of Germany through the revolution. Remember the names, Liebknecht, Luxemburg, Kurt, Eisner, Toller, Levin, Axelrod, all Spartacists and Jews."

We are told that the *Deutsche National Volkspartei* (Conservative) actively supports the propaganda against the Jews. At its October convention in Berlin this resolution was adopted:

"We protest against the predominating influence of the Jewish race. Since the revolution the rapidly increasing Jewish influence threatens the state and society with disaster."

This resolution, which is set down as "nothing less than an official party proclamation of a race activity against the Jews," is said to have found almost unanimous favor in the Pan-German press and among a large class of the people. We read further:

"In Munich the *Observer* is very violent and openly supports the thesis that pogroms are justifiable as the only method of freeing Germany from a deadly incubus. There is good reason to suppose that secret organizations have been formed for the suppression of the race. . . . The energy behind this anti-Semitic agitation can not be denied, and the increasing circulation of the numerous journals and pamphlets is not reassuring. On Sunday morning last, the early churchgoer in Munich found numerous placards calling for a general boycott against all Jewish stores and business firms. House-servants were asked not to work in Jewish families. The police and others soon removed the placards. But the fact leads to the conclusion that an active organization is at work."

The Jews have taken note of the situation, and at the October convention of the Association of Jewish Young Men in Berlin, President Dr. Apfel said in the opening address:

"It is infamous to reply to the Jewish desire to assist in the upbuilding of Germany with an anti-Jewish agitation. Germany is flooded with a wave of base calumniation against us. The pogroms, so openly demanded, would completely ruin Germany in the eyes of the world. On the field of battle our help was welcome. Now we are to be murdered. Jewish youth will know how to defend themselves. We have been able till now to restrain the youth of Jewish descent against the propaganda for pogroms. But if the Government, the great political parties, and the stable elements of the population do not at once make vigorous protest against this agitation we can not answer for the consequences."

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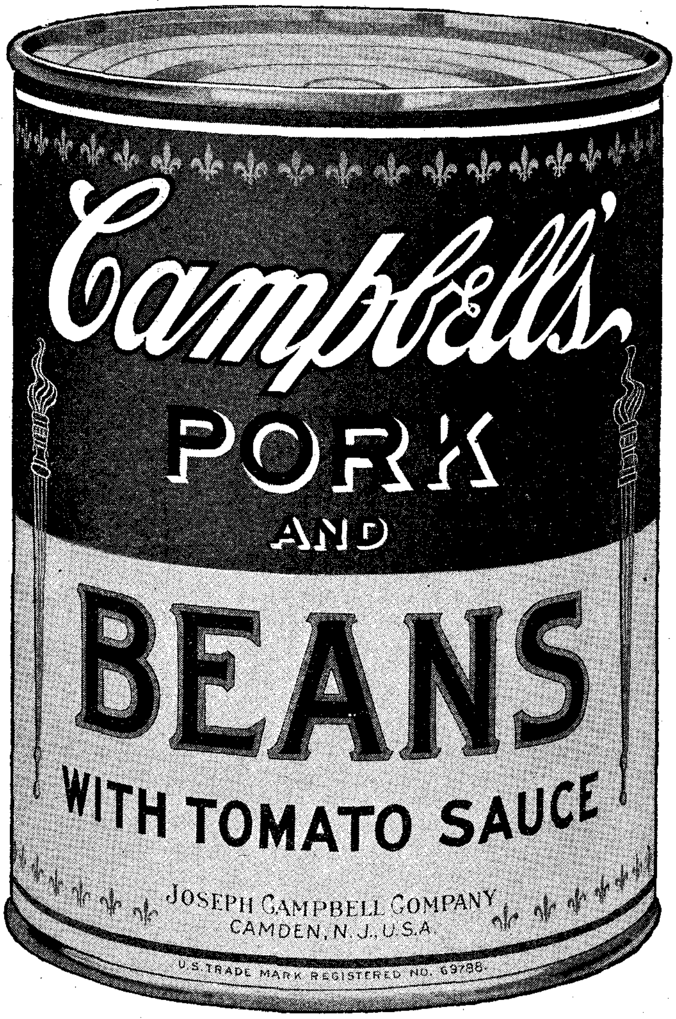
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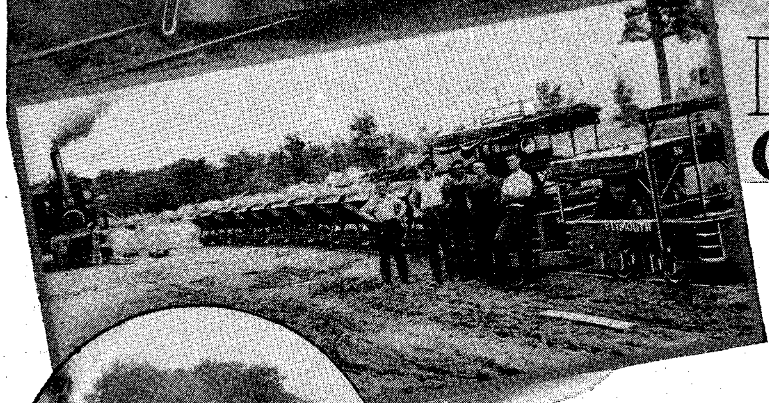

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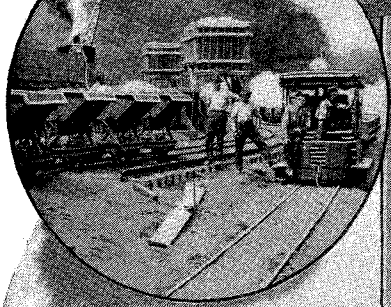
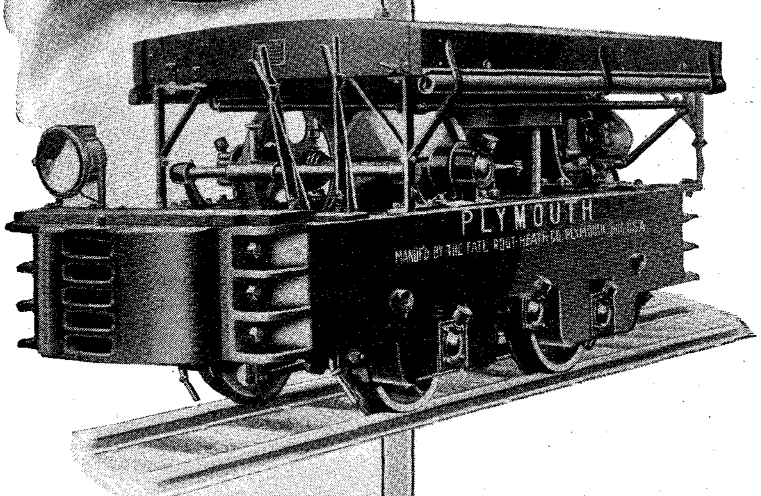
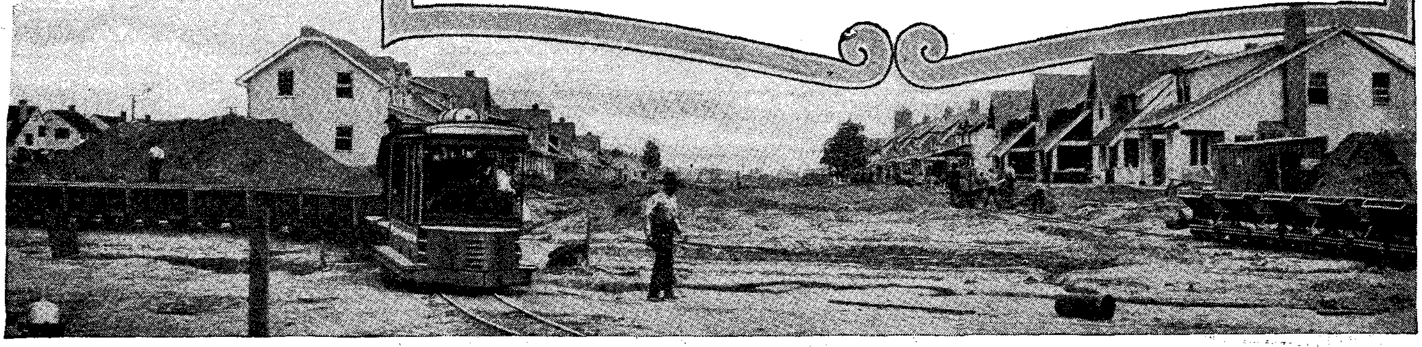






CURRENT - POETRY

ICARUS will be recalled as the earliest and rashest of aviators, whose wings of wax were melted when he approached too close to the sun, with the result that he fell into the sea. Since that luckless day his name and example have been used to characterize persons who are the victims of enterprises too ambitious. Another classic failure, who has been held up in literature as a warning to the overventuresome, is Phaethon, who obtained permission from his father, the Sun, to drive the Sun's chariot for one day. Reckless and inexperienced, the supposedly veracious classic historians inform us, he nearly set the world on fire, and suffered in consequence Jove's condign punishment. These faraway legendary figures are employed with a certain majesty in an ode to the kings of the air in the New York *Times*, to which the author gives the Latin name for "The Eternal Seeker."

QUAESITOR AETERNUS

By O. R. Howard Thomson

Icarus am I, and Phaethon!

Undaunted and aflame, I live again;
  Not shamed because I lost,
  Nor that by tempest tost,
Deafened by thunder and made stiff by rain,
  I fell. Not the Icarian sea,
  Not Jovian enmity,
Can quench my fire. Keep flowers for the dead!
Behold, the highway arches overhead,
The shining way still dares the driver's skill,
  And all the azure vault
  Dares the assault
Of wings. They can who will!
And I—

Icarus am I, and Phaethon!

I am divine—
  Or God or man my sire;
My blood is like red wine,
  My heart is fire.

My feet are free,
  Not rooted in the earth;
  The womb that gave me birth
Drew from infinity.

I spring against the Gates
  That, arrogant, on high
  Conceal man's destiny;
Not honey, nay, nor flowers,
I offer to the Fates—
Aloft dwell mightier powers!

Let us put old tales by,
  And bury dead faiths deep;
Zeus, Brahm, and Wotan—all have died or sleep.

Let in fresh air,
  And burnish all the tablets of the sky;
Bring forth the men who dare
  To vault—to leap—to fly;
One word spells all,
  One key unlocks the whole,
Let the last bastion fall
  And there shall roll
Down all the highways of the upper air
Unshackling light.

I come! I live again,
Unheld of death, unmoved of pain;
  Kin to the eagle that outstares the sun,
  I count no victory won,
Till broken are the bars—
Till the last secret is laid bare!
  Immortal—forth I fare,
  My trumpet sounding 'gainst the stars,
    My lance up-pointed to the height,
    My gage cast in the Keeper's sight;
    I in the empyrean wage my fight,
  I leap—I am undaunted—

  Icarus am I, and Phaethon!

News reports inform us that Canada's famous Northwest Mounted Police may in future use airplanes in their work of running down fugitives from justice and relieving the lost and helpless in the lonely and vast beat they patrol. In the New York *Sun* Arthur Chapman sees the airplane's chief value in the pursuit of fugitives from justice.

TRAILMEN OF THE AIR

By Arthur Chapman

Over the pines, where we used to go under,
  And the world all white below,
With the eagle watching our flight in wonder,
  On the lawbreaker's trail we go,
Thief of a Cree, with a sledful of takings,
  Frenchy, who murdered a pard;
They and their kind are our combings and rakings
  Since the airplane crew stands guard.

Over the plains, where we plodded long hours
  To the squeak of the snowshoe thongs,
Now we look down, as from sky-piercing towers,
  While the motor is droning its songs,
Weary the miles that we made in the saddle;
  Short are those miles to-day;
And yet for the pony, the sled, and the paddle
  We long as we wing our way.

A tribute to the service of supply appears in the New York *Times* from a member of the 11th Engineers of the United States Army with whose poetical productions our readers are familiar.

SERVICE OF SUPPLY

By William V. V. Stephens
11th Engineers, U. S. A.

This is the tale of the Transport—
  The song of the swarming road,
Where we edge along and wedge along
  With the moaning, groaning load.
Over the slippery highway,
  Over the moorland bleak—
Buddie, your way is my way,
  Up where the heavies speak.
We have the eyes of owls.
  We drive while the night is thick.
Tho the piercing north wind howls,
  We'll stick! By God, we'll stick!
We'll hold to the line before us.
  We'll cling to the beaten track.
All the hymns of hate in chorus
  Never could turn us back.

Oh, it's follow, Buddie, follow!
  Hang to the car ahead!
Over the hill and hollow,
  Hurry! You'll soon be dead!
Through the deserted village,
  By ruins rotten and rank,
With never a chance to pillage,
  Where you're curst if you double bank.
Oh, it's onward, ever onward—
  Up to the blazing line.
They are waiting, boy, they are waiting—
  Up where the star-shells shine!
It is ours to roll and rumble—
  To juggle the jag of steel,
Till down like a log we tumble
  Asleep at the quivering wheel.

It isn't a case of nations,
  Or color, or caste, or creed;
But the Guns and the Men need rations,
  And that is the word we heed.
And as long as the line moves forward,
  Or the fires of fury flow,
We'll hold the road with the iron load.
  We'll go—by God, we'll go!

Another branch of the service, of which little was heard until its return to this country after its arduous toil had been completed, is the mine-sweeping flotillas of the Navy. Their fame is chanted in the New York *World* in the following stanzas:

THE MINE-SWEEPERS

By James J. Montague

(Copyright, 1919, by the Press Publishing Co.
[The New York *World*])

They never had a half a chance at glory;
  To them the joy of battle was denied;
The nation never thrilled to read the story
  Of how they lived and toiled and how they died.
Unseen, unmarked, they went where duty called them;
  On mine-encircled seas their nets were spread;
No storms delayed, no dangers grim appalled them,
  Tho death was always lurking just ahead.

Day in, day out, their dreary vigil keeping,
  As on across the tide their vessels stole,
Alert of mind, untroubled and unsleeping,
  They calmly kept their perilous patrol.
And if there came a flash, a roar of thunder,
  And smothered in a whirl of hissing foam
A ship and all aboard of her went under,
  No cable sent the tragic story home.

They brought to port no submarine as booty,
  Their shouts of triumph ringing in the breeze.
It never was their high and glorious duty
  To scourge these slinking serpents from the seas.
They wore no crown of fame, yet their devotion
  For victory's mighty progress cleared the way,
Made safe an army's path across the ocean
  And baffled craft and cunning of their prey.

They wore no crown of fame—and yet their story
  When half its glowing chapters have been told
Will write their names upon the roll of glory
  In fine, resplendent characters of gold!

Robin Flower, who sings, in the London *Athenæum*, of the Great Blasket, a group of islands off the west coast of Ireland, has already appeared in these columns. In the following lines we find anew his friendly gift of realism and imagination:

THE GREAT BLASKET: POETS

By Robin Flower

She sat there, the strong woman,
Dark, with swift eyes alert and laughter-lighted,
And gathering that wild flock,
This on her knee, that at her side, another
Crouched hiding elfin-eyed under tossed hair;
A calf unsteady-footed
And muzzled with a stocking snuffed and blundered,
And chickens hither and thither
Pecked on the floor, fluttered on loft and settle.
"Poets? And is it poets?"
She said: "The day has been when there were poets
Here on the Island, yonder on the mainland.
And my own father's father
Was the choice poet of the Island. Wisha!
You'd go to the well up there to draw the water
And talk a spell, maybe, then come back to him
And he'd have the poem for you clean and clever.
He had the wit. If only he'd had learning,
Mother of God! 'tis he would have been a poet!"

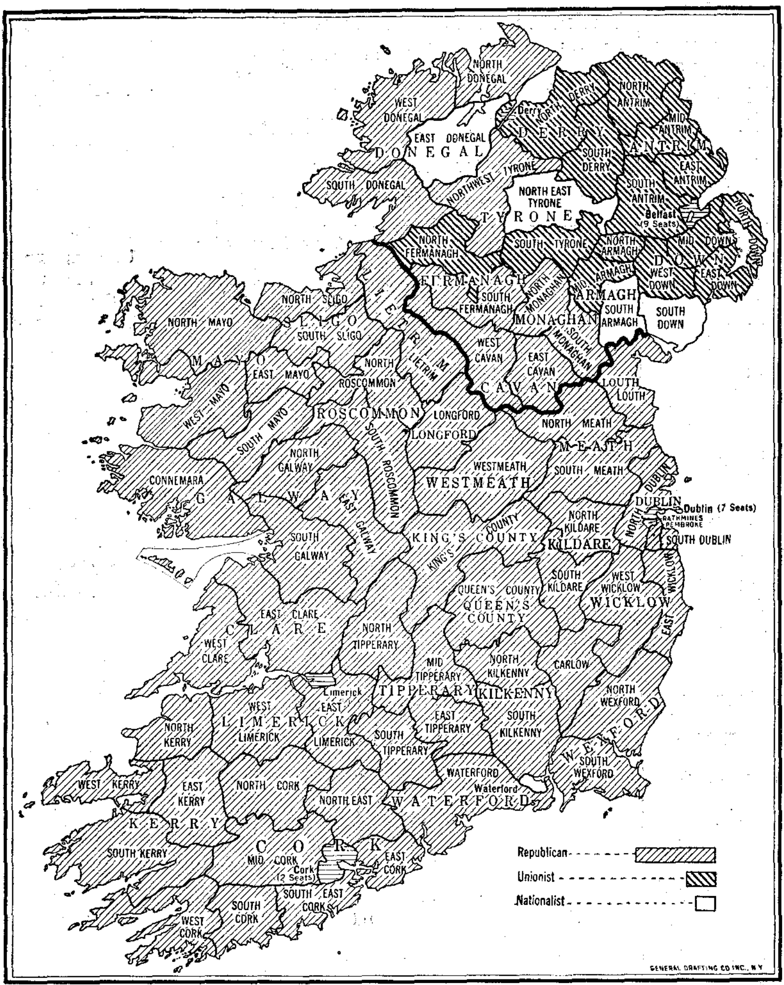
RECONSTRUCTION-PROBLEMS

"NATIONS IN REBIRTH"—a series of articles prepared for THE LITERARY DIGEST and especially designed for School Use

EDITORIAL NOTE.—*In the Educational Department of* THE LITERARY DIGEST *the claims of various nations are presented as their representatives submitted them to the Peace Conference. The decisions reached by the delegates at the Peace Conference will in due course be reported in the news record of* THE LITERARY DIGEST, *as also the press comment from divers angles.*

THE IRISH REPUBLIC

FOUNDING OF THE IRISH REPUBLIC—By a procedure "not less valid than has been held good for other restored or newly established states," the Irish people have "formally constituted a National Government." This statement and all that follow in the present article are quoted from the official memorandum submitted by the representatives of the Irish Republic to the Peace Conference in support of Ireland's claim for recognition as a sovereign independent state. It is averred that the Irish people are "thoroughly capable of taking immediate charge of their national and international affairs, not less capable than any of the new states which have been recognized since the beginning of the war, or which are about to be recognized." As proof of Ireland's will to be independent the results of the general election in December, 1918, are cited. At this election, we are told, out of one hundred and five constituencies, seventy-three returned Republican candidates and six returned representatives (Nationalists), who, "tho not Republicans, will not oppose the free exercise of self-determination by the Irish people." Nor is there the "slightest likelihood" that this right will at any time be relinquished. The reasons for the founding of the Irish Republic and its aims are summed up in—



DONEGAL
NORTH DONEGAL
WEST DONEGAL
EAST DONEGAL
SOUTH DONEGAL
DERRY
NORTH DERRY
SOUTH DERRY
ANTRIM
NORTH ANTRIM
MID ANTRIM
EAST ANTRIM
SOUTH ANTRIM
Belfast (9 Seats)
TYRONE
NORTH WEST TYRONE
NORTH EAST TYRONE
SOUTH TYRONE
DOWN
NORTH DOWN
MID DOWN
WEST DOWN
EAST DOWN
SOUTH DOWN
FERMANAGH
NORTH FERMANAGH
SOUTH FERMANAGH
ARMAGH
NORTH ARMAGH
MID ARMAGH
SOUTH ARMAGH
MONAGHAN
NORTH MONAGHAN
SOUTH MONAGHAN
SLIGO
NORTH SLIGO
SOUTH SLIGO
LEITRIM
MAYO
NORTH MAYO
EAST MAYO
WEST MAYO
SOUTH MAYO
CAVAN
WEST CAVAN
EAST CAVAN
LOUTH
ROSCOMMON
NORTH ROSCOMMON
SOUTH ROSCOMMON
LONGFORD
MEATH
NORTH MEATH
SOUTH MEATH
WESTMEATH
GALWAY
CONNEMARA
NORTH GALWAY
EAST GALWAY
SOUTH GALWAY
DUBLIN
NORTH DUBLIN
Dublin (7 Seats)
RATHMINES
PEMBROKE
SOUTH DUBLIN
KING'S COUNTY
KILDARE
NORTH KILDARE
SOUTH KILDARE
QUEEN'S COUNTY
WICKLOW
WEST WICKLOW
EAST WICKLOW
CLARE
EAST CLARE
WEST CLARE
TIPPERARY
NORTH TIPPERARY
MID TIPPERARY
EAST TIPPERARY
SOUTH TIPPERARY
KILKENNY
NORTH KILKENNY
SOUTH KILKENNY
CARLOW
WEXFORD
NORTH WEXFORD
SOUTH WEXFORD
LIMERICK
Limerick
WEST LIMERICK
EAST LIMERICK
KERRY
NORTH KERRY
WEST KERRY
EAST KERRY
SOUTH KERRY
WATERFORD
Waterford
CORK
NORTH CORK
NORTH EAST CORK
MID CORK
Cork (2 Seats)
EAST CORK
SOUTH EAST CORK
SOUTH CORK
WEST CORK
Republican
Unionist
Nationalist
GENERAL DRAFTING CO INC., N.Y.

From "Geographia," London.

MAP OF THE IRISH REPUBLIC, SHOWING RESULT OF GENERAL ELECTION, DECEMBER, 1918.

CONSTITUENCIES WON		VOTES CAST	
For Irish Republic and Self-Determination	79	For Irish Republic and Self-Determination	1,207,151
(Sinn Fein, 73; Nationalists, 6)		(Sinn Fein, 971,945; Nationalists, 235,206)	
For Status Quo (Unionist party)	26	For Status Quo (Unionist party)	308,713
Total	105	Total	1,515,864

IRELAND'S DECLARATION OF INDEPENDENCE

Proclaimed by Dail Eireann, January 21, 1919

(Translation from the Gaelic)

"Whereas the Irish people is by right a free people;

"And whereas for seven hundred years the Irish people has never ceased to repudiate and has repeatedly protested in arms against foreign usurpation;

"And whereas English rule in this country is, and always has been, based upon force and fraud and maintained by military occupation against the declared will of the people;

"And whereas the Irish Republic was proclaimed in Dublin on Easter Monday, 1916, by the Irish Republican Army, acting on behalf of the Irish people;

"And whereas the Irish people is resolved to secure and maintain its complete independence in order to promote the common weal, to reestablish justice, to provide for future defense, to insure peace at home and good will with all nations and to constitute a national policy based upon the people's will with equal right and equal opportunity for every citizen;

"And whereas at the threshold of a new era in history the Irish electorate has in the general election of December, 1918, seized the first occasion to declare by an overwhelming majority its firm allegiance to the Irish Republic;

"Now, therefore, we, the elected representatives of the ancient Irish people, in national parliament assembled, do, in the name of the Irish nation, ratify the establishment of the Irish Republic and pledge ourselves and our people to make this declaration effective by every means at our command.

"To ordain that the elected representatives of the Irish people alone have power to make laws binding on the people of Ireland, and that the Irish Parliament is the only parliament to which that people will give its allegiance.

"We solemnly declare foreign government in Ireland to be an invasion of our national right, which we will never tolerate, and we demand the evacuation of our country by the English garrison;

"We claim for our national independence the recognition and support of every free nation of the world, and we proclaim that independence to be a condition precedent to international peace hereafter;

"In the name of the Irish people we humbly commit our destiny to Almighty God, who gave our fathers the courage and determination to persevere through centuries of a ruthless tyranny, and strong in the justice of the cause which they have handed down to us, we ask His divine blessing on this, the last stage of the struggle which we have pledged ourselves to carry through to freedom."

IRELAND AS A NATION—Ireland is a nation not merely for the reason that she has "claimed at all times and still claims to be a nation," we read in the official memorandum submitted to the Peace Conference, but also because "history shows her to be a distinct nation from remotely ancient times." For more than a thousand years Ireland "possest and duly exercised sovereign independence and was recognized through Europe as a distinct sovereign state." Foreign usurpation has always been disputed and resisted by the mass of the Irish people; and "at

(*Continued on page 76*)

WITH the announcement of this aluminumized Premier, carrying its distinctive electrically-controlled automatic gear shift, America seizes permanent leadership from Europe in the fine car field. Incomparably refined and beautiful, consummately balanced, finished to the limit of human patience, and with an individualized luxuriousness so far unreached by any European builder, this car, whether you own it or not, will make you just a little prouder of your Americanism, and give you just a little more confidence in America's power to excel.

The new third lever, illustrated on the quadrant above, so far as the operator is concerned, is all there is to Premier's Cutler-Hammer Magnetic Gear-Shift. No other car in existence possesses this advantage; neither does any car possess Premier's distinctive aluminum motor feature. The open car, completely equipped with two spare cord tires, two spotlights, double ventilating wind-shield and the greatest number of detailed advantages ever showered on any car, sells f. o. b. factory, for $4300—in comparison with European cars costing in many instances twice to three times as much for the chassis alone

PREMIER

MOTOR CORPORATION
INDIANAPOLIS····USA

THE ALUMINUM SIX WITH MAGNETIC GEAR SHIFT

WORLD-WIDE - TRADE - FACTS

BRITISH INDUSTRIAL PROFITS DECLINE

The London *Economist* quarterly analysis of the reports of British industrial companies shows that for the quarter ending September 30 there was a decline of 3.4 per cent. for the 259 companies whose reports were studied. It is notable that in all British industry only breweries, hotels, telegraph, and textile companies were able to show a profit, all others exhibiting more or less definite declines in net earnings.

NET PROFITS

(Reports published in quarter ended September 30)

	No. of Cos.	*1918*	*1919*	*Decrease*	
Breweries	20	£3,658,105	£3,958,709	*£300,604	8.2%
Gas	17	286,457	271,374	15,083	5.3
Hotels, Rest'nts, etc.	6	69,337	154,156	*84,819	122.0
Iron, coal, and steel	19	3,983,497	3,940,035	43,462	1.1
Land, mtge., etc	17	1,379,937	1,345,217	34,720	2.5
Rubber, etc	50	1,183,582	645,605	537,977	45.2
Shipping	5	855,193	814,064	41,729	4.8
Tea	31	432,302	343,815	88,487	20.4
Telegraphs, etc.	5	497,776	679,333	*181,557	36.4
Textiles	7	769,159	902,519	*133,360	17.3
Tramways	5	155,299	48,110	107,189	69.0
Trust companies	9	379,039	238,482	140,557	37.1
Water-works	9	66,522	45,754	20,768	31.2
Miscellaneous	59	3,722,912	3,455,969	266,943	7.1
	259	£17,439,117	£16,843,142	£595,975	3.4%

* Increase.

—*The Americas.*

PIG-IRON OUTPUT

Comparative figures of pig-iron output, according to *The Iron Age*, are as follows, in gross tons:

	1919	*1918*	*1917*
January	3,302.260	2,411,768	3,150,938
February	2,940,168	2,319,299	2,645,247
March	3,090,243	3,213,091	3,251,352
April	3,478.218	3,288,211	3,334,960
May	2,108,056	3,446,412	3,417,340
June	2,114,863	3,323,791	3,270,055
July	2,428,541	3,420,988	3,342,438
August	2,743,388	3,389,585	3,247,947
September	2,487,965	3,418,270	3,133,954
October	1,863,558	3,486,491	3,303,038
November	2,392,350	3,354,074	3,205,794
December	....	3,433,617	2,882,918
Total	....	38,506,249	38,185,981

SPAIN

Of the total area of Spain, 88 per cent. is classed as productive. The adoption of modern agricultural methods and machinery and a more extensive use of fertilizers have greatly increased crop yields in recent years. From 1908 to 1917 the production of grains increased 24 per cent., and that of olive products 150 per cent. The sugar-beet yield in 1917 was double that of 1913. The total value of farm products in 1917 was estimated at approximately $2,000,000,000, almost two and one-half times the value in 1913.

The coal-fields of Spain contain deposits estimated at 4,500,000,000 tons, while the unmixed iron ore deposits are estimated at 700,000,000 tons.

The coal mined in 1917 totaled 5,367,000 metric tons—more than twice the production in 1900 and 45 per cent. in excess of the output in 1911—and was about three-fourths of the national consumption of coal in 1917. The value of the iron output in 1916 was $76,600,000—54 per cent. greater than in 1907. The value of the steel output more than doubled in the same period, the value in 1916 being $115,800,000. The total value of Spanish mineral products in 1917 was approximately $245,000,000, an increase of 41 per cent. compared with 1916.—*Guaranty Trust Company.*

EXPORTS OF WHEAT AND FLOUR FROM THE U. S.

Exports of wheat and flour, July 1 to November 30, amount to 69,692,000 bushels of wheat and 7,584,000 barrels of flour, making a total equal to 103,920,000 bushels of wheat compared with 79,606,000 bushels of wheat and 7,389,000 barrels of flour last year to November 30, making a total equal to 112,859,000 bushels of wheat.

The United States Grain Corporation announces that it purchased in week ended December 6, 50,000 barrels of first clear flour at prices ranging from $8.20 to $9.25.

BUILDING OPERATIONS IN THE UNITED STATES

The northwestern and southwestern cities showed the greatest percentages of gain, eleven times the value of a year ago being recorded in the first named, but the middle group, that including New York City, showed the biggest quantitative expansion—$32,000,000, in fact.

Following will be found the October and ten months' comparison of values over the past decade:

	Cities	*October*	*Ten Months*
1919	158	$145,828,051	$1,021,515,505
1918	158	25,728,718	394,065,736
1917	162	45,484,922	628,541,670
1916	150	86,763,158	857,090,424
1915	150	69,838,197	689,099,188
1914	146	52,535,818	697,223,189
1913	144	66,141,492	759,266,333
1912	143	73,128,886	787,605,398
1911	143	66,746,617	731,762,927
1910	133	65,917,103	719,986,520

The ten months' total this year was 159 per cent. in excess of a year ago, and the ten months' total of building this year in fact exceeded the total reported for the entire year 1916, the hitherto record year in this line.—*Bradstreet's.*

BUSINESS FAILURES IN THE UNITED STATES

The ten months' record for nineteen years past compare as follows:

	Number	*Assets*	*Liabilities*
1919	4,726	$47,374,867	$98,041,226
1918	8,261	59,088,210	118,373,638
1917	11,085	72,520,958	139,125,537
1916	13,884	72,162,251	148,026,931
1915	16,048	137,238,569	236,612,421
1914	12,981	165,353,622	298,639,077
1913	11,652	130,765,630	229,804,589
1912	11,399	83,949,503	166,581,396
1911	10,266	84,860,063	152,956,868
1910	9,428	71,317,666	149,074,273
1909	9,712	58,785,074	118,009,560
1908	11,763	149,524,735	262,260,259
1907	7,861	205,211,599	275,818,124
1906	7,669	51,105,799	101,276,480
1905	8,233	52,537,848	100,742,108
1904	8,559	66,803,980	125,128,838
1903	7,804	68,619,740	122,367,878
1902	8,262	41,111,871	85,870,278
1901	8,710	51,234,504	108,326,333

—*Bradstreet's.*

ENGLISH BANKRUPTCIES

"That the stress of war-conditions did not tend to create insolvency in England and Wales is shown by a White Paper issued by the Board of Trade," says the London *Economist.* "In 1918 receiving orders and administration orders were issued in 628 cases, the number in the previous year having been 1,089. Under the deeds of arrangements act there were 198 deeds in 1918, as compared with 612 in 1917. The total of the 1918 failures in England and Wales was 826, or less than half the number in the previous year, the estimated loss to creditors being £921,792, against £2,232,227 in 1917. A striking decline in insolvency during the war-period is shown in the following figures:

	No. of Cases	*Liabilities as Estimated by Debtors*	*Assets as Estimated by Debtors*	*Estimated Loss to Creditors*
1909	7,561	£ 9,714,976	£4,186,622	£7,777,412
1910	7,244	11,662,600	4,804,542	9,544,427
1911	6,692	10,847,596	4,264,457	8,870,487
1912	6,351	8,053,940	3,481,663	6,452,171
1913	5,769	7,857,194	3,303,382	6,352,622
1914	4,643	9,878,188	3,792,206	8,155,673
1915	4,031	5,795,575	2,132,857	4,818,914
1916	2,607	4,197,008	1,756,993	3,411,056
1917	1,701	2,959,676	1,759,272	2,232,227
1918	826	1,321,355	1,057,879	921,792
Dec. past yr.	875	1,638,321	701,393	1,310,435

"Turning to the list of occupations of those who became insolvent in 1918, we find that 'miscellaneous and no occupation' provided 228. There were 30 farmers, 20 army officers, 21 bakers, 13 butchers, 13 fishmongers and poulterers, 51 grocers, 19 greengrocers, 11 builders, 66 drapers and haberdashers, 27 milliners and dressmakers, whereas clergymen only provided 4 cases."

Estimates of Canadian grain crops put the wheat crop as larger than last year's. The yield of other grains, except flaxseed, will be less. The wheat crop is estimated at 199,239,800 bushels as against 189,976,350 bushels in 1918.

MICHELIN Tire for Winter Driving

With the coming of winter, the season that is hardest on tires, it becomes doubly important for you to consider carefully what tires you should use.

The extra sturdy construction of Michelin Universals gives them unequalled stamina for resisting the severe wear and tear caused by driving over frozen, rutty roads.

At the same time, Michelin Universals give maximum protection against skidding. They combine all the advantages of the raised-tread and suction-tread types of non-skid, and unlike tires with small sharp projections, steer so easily they can also be used on front wheels where protection against skidding on icy pavements is particularly needed.

Michelin Universals are the best tires for all year round, but their superiority for winter use is particularly marked. Make up your mind now to use Michelins.

Michelin Universals are priced no higher than ordinary makes.

MICHELIN TIRE COMPANY, Milltown, N. J.

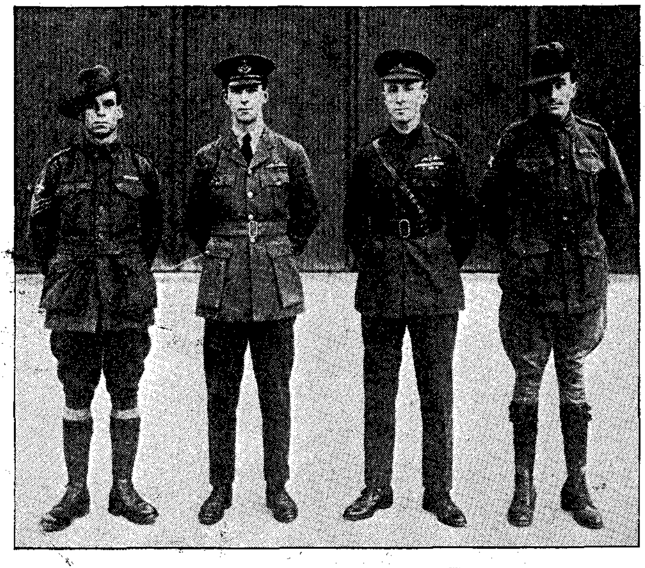
Dealers in all parts of the world

MICHELIN

PERSONAL · GLIMPSES

FROM ENGLAND TO AUSTRALIA BY AIR

A FEW DAYS before the sixteenth anniversary of the American Wright brothers' first flight of 852 feet, on December 17, 1903, a skilful and daring quartet of "Anzacs" completed an air-voyage of some 12,000 miles, linking England with Australia. "All's well," cabled Capt. Ross Smith, on December 10, immediately after he had brought down the big air-cruiser at Port Darwin, Australia, twenty-eight days out from London. From Cairo onward the flight had been over desert, sea, and jungle more than over settled territory. Established landing-places had been few and far between. The last stretch from the island of Timor to Port Darwin was over coral seas all the way, five hundred miles. "The beasts of the jungle, the wild birds of the air, must have seen the strange monster pass," speculates the New York *Times*. "Capt. Ross Smith has done a wonderful thing for the prestige of the British Empire and the fame of the Smiths. He must be hailed as the foremost living aviator, for his flight over many lands measured 12,000 miles and he never faltered or blundered. It is pleasant to know that he was a hero in the air in the Palestine campaign."



FOUR MIGRATORY AIRMEN.

They flew southeast from England 12,000 miles in twenty-eight days, and landed at Port Darwin, Australia, considerably on the other side of the equator. Reading from left to right they are: Sergeant W. H. Shiers, Lieutenant Keith Macpherson Smith, Captain Ross Smith, and Sergeant J. W. Bennett.

The machine used by Captain Smith, successful contestant for the $50,000 prize offered by Australia for the flight, was, we are told, a standard Vickers-Vimy-Rolls bomber, practically identical with the plane in which Alcock and Brown flew across the Atlantic. In place of the fifth wheel on the transatlantic machine the England-Australia flier carried a skid, and had smaller fuel-tanks. Due to the easier stages of the flight—it is not recorded that the aviators were in the air for more than 775 miles at one stretch—they were neither forced to carry the large fuel-supply nor to undergo the hardships experienced by Alcock and Brown in that tremendous and unequaled "hop" of 1,960 miles across the open sea. In fact, the whole London-Australia flight, except in its far greater total length and the wildness of the country encountered, more resembled those "hops" which our own Naval aviators made up the coast from Rockaway to Newfoundland in preparation for their longer flight across the Atlantic. There were no "legs" in the recent flight to equal even the 1,350-mile "hop" of Lieutenant Read from Newfoundland to Ponta Delgada.

The pioneers of the air who made the journey, aside from Captain Smith, were Lieut. Keith Macpherson Smith (Captain Smith's brother), and Sergeants J. W. Bennett and W. H. Shiers. The route which they followed is graphically shown on the accompanying map. Their flying schedule, beginning with the departure from the Hounslow Airdrome on the morning of November 12, brought them by way of a Mediterranean crossing at Crete and the north shore of Africa, to Cairo, which was reached on November 18. From here on their course was familiar to Captain Smith, as he had flown over it just a year before, while he had explored the country beyond Calcutta last summer for the Air Ministry and had located a few landing-places on Java and the islands off the Malay Peninsula. Delhi was reached November 23 and Allahabad on Thanksgiving day, November 27. Leaving Allahabad the next morning, the Vimy covered the 610 miles to Calcutta, and from there, on November 30, made the seven-hundred-mile jump to Rangoon, where they were delighted to find Mr. Poulet, who had left Paris a month ahead of them. Both the Caudron and the Vimy started for Bangkok on December 1, and left there together for Singapore on the 6th. This was the only control station throughout the entire 11,500-mile journey, and the big bomber alighted safely on the rather restricted race-track. The next heard of the Vimy was its arrival at Bima on the Island of Sumbawa, on December 8. Two days later the aviators flew 775 miles across the channel to Port Darwin, where a landing-place had been prepared, and alighted safely at the end of their flight from the "tight little isle" of England to the Continent of Australia.

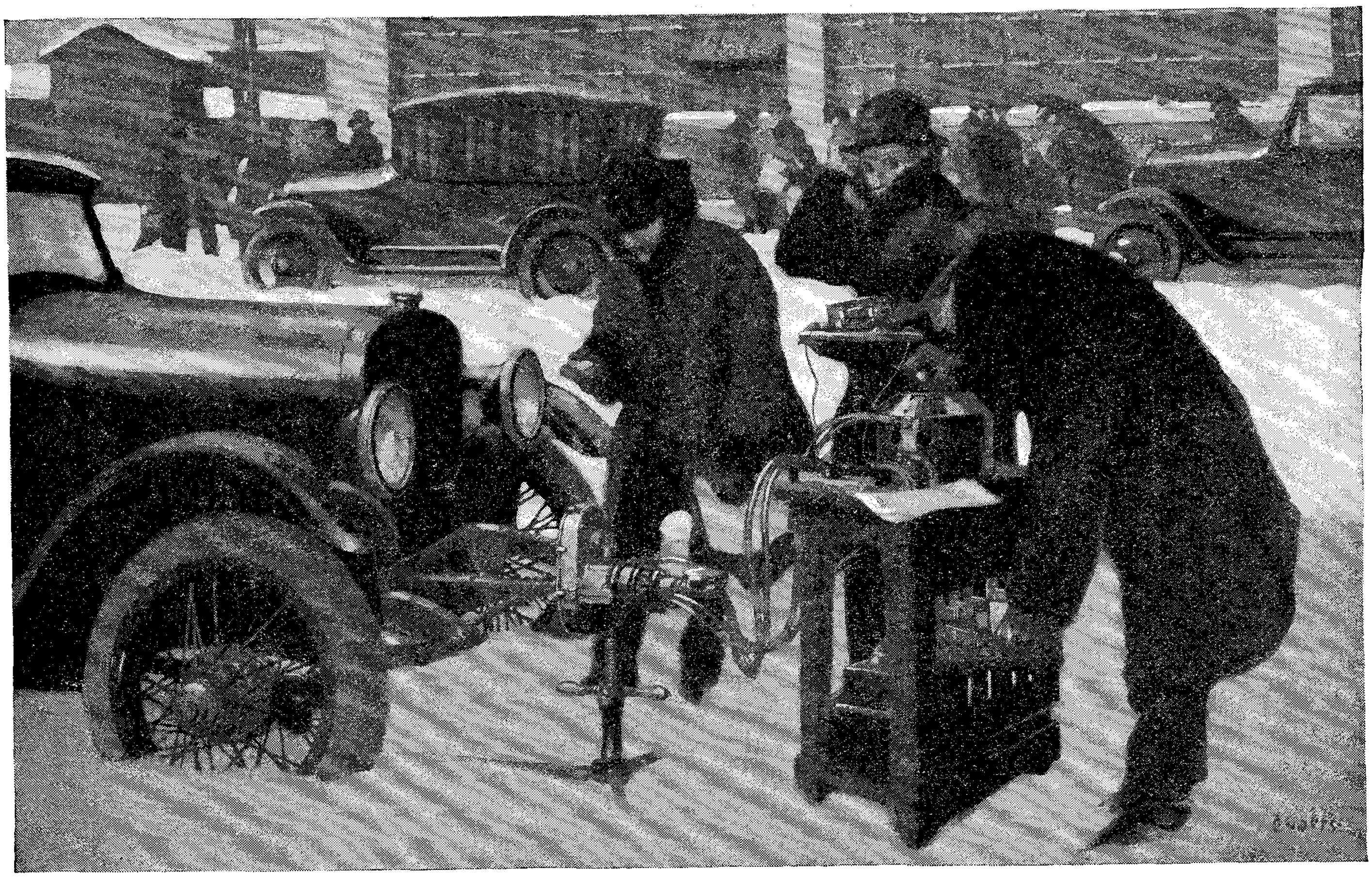
Several unsuccessful attempts to make the flight preceded Captain Ross's successful venture. The most notable was the expedition of Etienne Poulet, a wealthy French aviator, who was awarded the Military Medal for his services in the war. This was purely a sporting venture on the part of the Frenchman, for only British subjects were eligible to win the prizes. He left Paris in a special Caudron biplane, fitted with two Le Rhône engines, on October 14, and, flying with his mechanic, Benoist, and a couple of carrier-pigeons, reached Rangoon on November 30. He was overtaken here by Captain Smith, and the two left in a real race for Bangkok on December 1. Both left Bangkok December 6, but nothing was heard of the Frenchman until December 17, when the following distinctly colorful dispatch dealing with his adventures arrived from Maulmain, Burma:

Lieut. Etienne Poulet, the Frenchman who recently yielded the Paris-Australia air race to Captain Ross Smith, is safe here to-day following a battle in the air with a huge vulture which broke a propeller of his machine, forcing him to land on a small plateau in the mountains.

Lieutenant Poulet left Bangkok, Siam, on December 6, two hours after Captain Smith, and his fate was unknown until last night, when he landed here.

In relating his experiences to-day, Poulet said he noticed his attacker while flying at an altitude of one thousand feet over mountain peaks in Siam, about one hundred miles east of Maulmain. The vulture, he said, circled for a time over the plane, which was making little speed because of weather conditions, then dived straight downward, striking and shattering the right propeller.

Discovering it would be impossible to continue the journey, Lieutenant Poulet searched the mountain tops for half an hour before he found a suitable landing-place. He made his own repairs and continued to this city. The total distance to



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One reason why is pictured above, where Remy engineers are determining the power required to crank a cold, "stiff" engine on a zero day.

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REMY ELECTRIC COMPANY *General Offices and Factory:* ANDERSON, INDIANA

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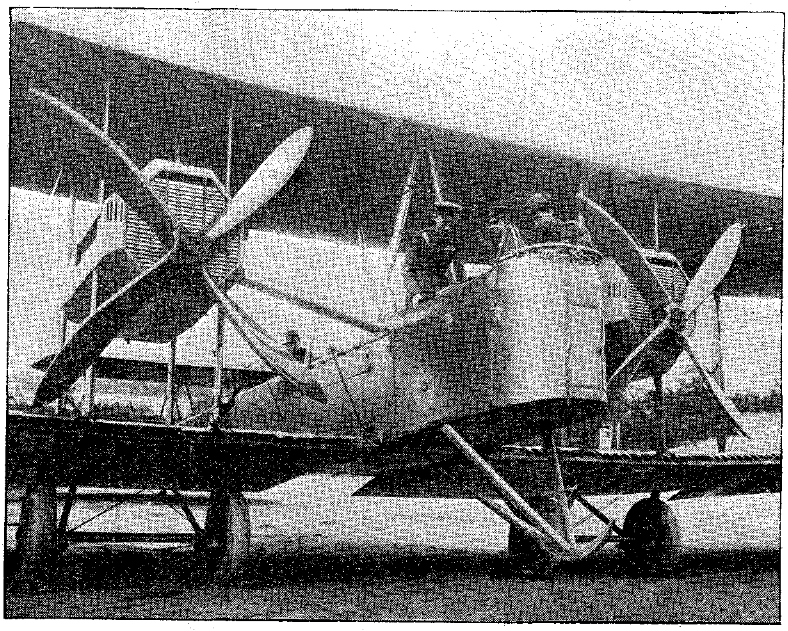


THE MEN AND THE MACHINE.

A Vickers-Vimy-Rolls biplane, differing only in minor details from the plane that Alcock and Brown drove across the Atlantic, is credited with carrying four Anzac fliers over one-third of the distance around the earth.

Melbourne along the route he followed is 13,300 miles, which he expected to cover in about two hundred hours actual flying time. The longest section over the sea is 520 miles.

In accordance with the recommendation of the British Air Ministry, the Martinsyde plane of Capt. C. E. Howell, which left Hounslow on December 4 was preceded by a pair of floats to be used in crossing between Calcutta and Australia. It is the irony of fate, comments one writer, that the only men who took the precaution to fit their machine with floats for the latter part of their journey should meet with disaster at sea. On December 15 a dispatch from London announced:

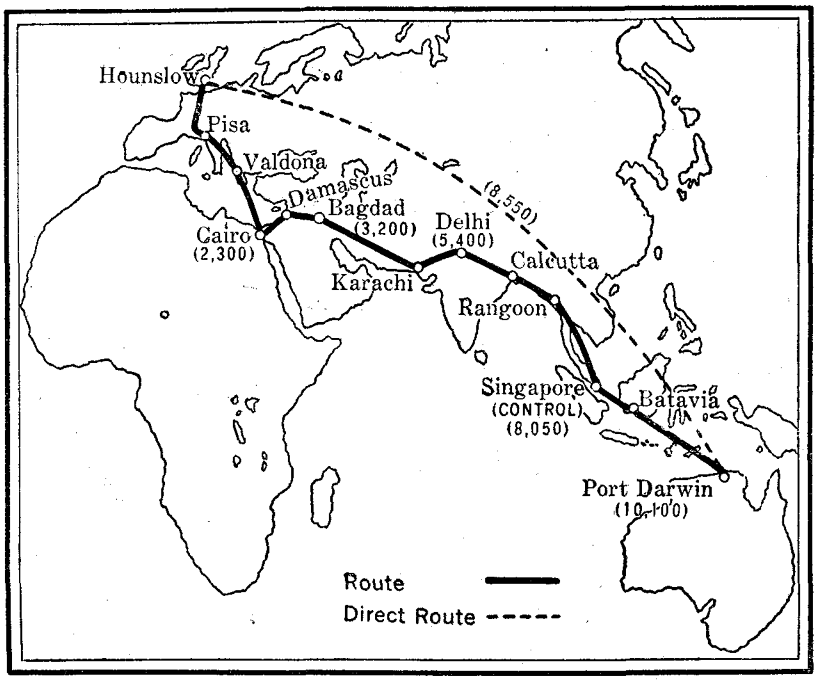
> The airplane of Capt. Cedric Ernest Howell, one of the British airmen in the London-Melbourne flight, was wrecked off St. George's Bay, Island of Corfu, on December 10, and there is no hope that either Howell or his mechanic escaped, according to a dispatch to Lloyd's from Corfu. The dispatch adds that the log of the airplane has been washed ashore. Captain Howell, flying in a Martinsyde airplane with a 275-horse-power motor and accompanied by Henry Fraser, a skilled mechanic, left the Hounslow flying-field in England on the morning of December 4. He arrived at Pisa, Italy, on December 5, and at Taranto on December 8. No report since then has been received from Howell.

An aeronautical writer comments: "The above report shows the danger of flying over the sea, especially with a single-motored machine. No fewer than eleven lives had been lost in the attempt of the British Air Ministry to have a dozen or so huge Handley-Page biplanes flown from England to Cairo instead of shipping them, and these are multimotored machines." Of the other two single-motored airplanes in the race to Australia, the *Alliance P2*, piloted by Lieut. Rodger Douglass, M.C., D.C.M., and having Lieutenant Ross as navigator, nosedived to earth some six miles after starting on November 13, killing both, while the *Sopwith* of Captain Matthews seems not to have got much beyond Mayence. With regard to the sixth machine in the contest, *The Aeroplane* says:

> The Blackburn *Kangaroo* left Hounslow for Australia at 10:37 A.M. on November 21, in good weather. It arrived at Romilly, sixty miles southeast of Paris, at 3 P.M., on the same day, after passing through a heavy snow-storm over Amiens. The commandant of the airdrome at Romilly received the crew with great courtesy, and has done everything possible for their comfort. The commanding officer and navigator is Capt. G. H. Wilkins, M.C. The pilots are Lieuts. Val Rendle and D. R. Williams. Lieut. G. H. Potts is the engineer officer.

The winning machine is briefly described as a double-motored biplane with a wing spread of 67 feet and a length of 42¾ feet. It is driven by two 350-horse-power "Eagle, Mark VIII." Rolls-Royce motors, standard V-type, 12-cylinder motors, each turning a four-bladed tractor screw, one on either side of the fuselage or body, which is arranged to carry four men comfortably. This machine weighs 11,000 pounds loaded, of which 5,000 pounds is useful load, including four men, 516 gallons of gasoline, 40 of oil, 10 of water, and spares, kit, tools, and sundries weighing 800 pounds. Empty, the machine itself weighs 6,000 pounds. Its fuel-tanks have a capacity of 516 gallons of gasoline, or enough for a ten-hour flight at from ninety to one hundred miles an hour, the former being the cruising speed, which was used. The crew, whose names have been entered in aviation history alongside those of the men aboard the *N-C 4* and the Atlantic-crossing Vickers-Vimy, receive the following honorable mention in *Flight* (London):

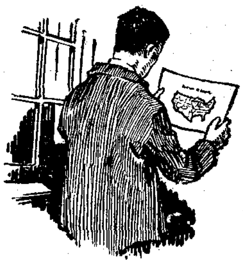
> Capt. R. Smith and his brother, Lieut. K. M. Smith, were both born and educated at Adelaide, South Australia. At the outbreak of war, Capt. Ross Smith enlisted in the 3d Australian Light Horse Regiment as a private, and sailed with the first Australian Expeditionary Force, landing in Egypt in December, 1914. After four months in Gallipoli he gained his commission, but later on contracted enteric fever and was invalided to England. He rejoined his regiment in March, 1916, was afterward sent back to the Sinai Desert, and took part in the battle of Romani during the last Turkish attack on the Suez Canal in August, 1916. In October of the same year he joined the 67th (Australian) Squadron, Royal Flying Corps, as an observer, qualifying as a pilot in Egypt in July, 1917. He then rejoined his old squadron, now known as No. 1 Squadron, Australian Flying Corps, stationed in Southern Palestine, and remained there until the armistice.
>
> In December, 1918, he accompanied Air Vice-Marshal Sir W. G. H. Salmond, K.C.M.G., C.B., D.S.O., and Air Commodore A. E. Borton, C.M.G., D.S.O., A.F.C., on the first flight from Cairo to Calcutta, and, after arriving at Calcutta, proceeded with Air Commodore A. E. Borton on his reconnaissance for airdromes in Burma, Siam, Malay states, and the Netherland East Indies. He returned to England about a month ago.
>
> His brother, Lieut. Keith Macpherson Smith, R.A.F., will



ROUTE OF THE RECORD-BREAKING FLIGHT THAT LINKED ENGLAND WITH AUSTRALIA.

United States SAND PAPER

WILLIAMSPORT



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Emery Paper Emery Cloth
Crocus Cloth
Carbalox Cloth
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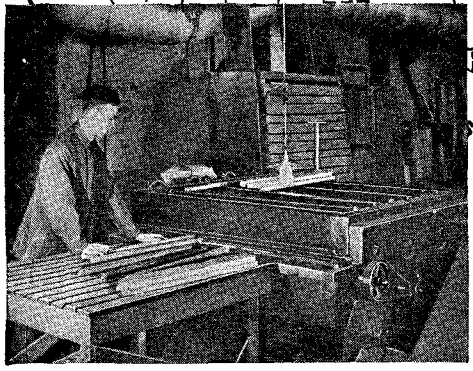
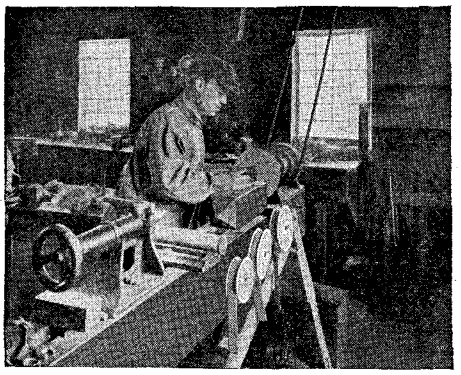
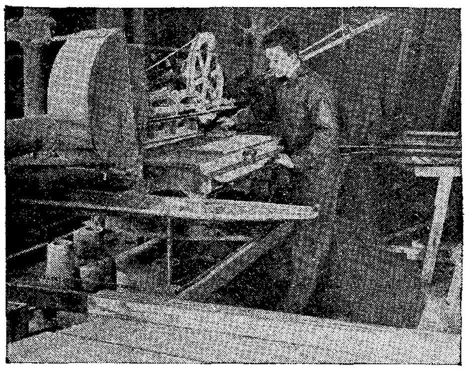
Sheets, Discs, Circles, Belts and Rolls of various widths and lengths of the above U. S. Abrasives.



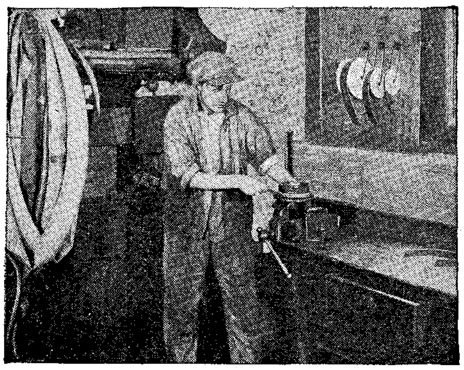
In this automatic sanding machine are three drums covered with coarse, medium and fine U. S. garnet paper.



In this small shop, U. S. flint paper is used on a home-made disc. Note the convenient rolls on the lathe.



High speed endless cloth belts of sand paper are necessary in every modern woodworking plant. U. S. sand belts last long.



The old way of tearing sheets of emery into strips is wasteful. U. S. Emery, Carbalox and Herculundum in convenient width rolls is the new and more economical way. Saves time.

This map means dependable sand paper

SAND PAPER is NOT made with sand. Neither is all sand paper alike. Most assuredly, sand paper is a tool—a cutting tool—and is purchased with extreme care by all who demand the finest tools.

Sand paper, as made for many years by the United States Sand Paper Company, is fine white flint or semi-precious garnet, crushed and sifted through silk screens to minutely exact finenesses—then everlastingly glued to strong cloth or tough fibred paper especially made for the purpose. Every step of the process is constantly subjected to searching inspection—for dirt or a few over-size grains in a fine polishing paper, for instance, would ruin the work. The glue must grip each grain just so—each little grain must be cemented to its neighbor just right—the flint or garnet grains must break and continually present fresh, sharp edges to the work. Exceptional quality that does not vary repays close attention to details like these.

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UNITED STATES SAND PAPER COMPANY, Williamsport, Pa.

act as reserve pilot and observer. After leaving school, Lieut. K. M. Smith joined the staff of Messrs. Elder, Smith & Co., Ltd., of Adelaide, and on the outbreak of war offered his services for overseas with the Australian Imperial Force, but was rejected. Several renewed attempts to enlist in 1915 and 1916 met with the same result, but subsequently he underwent an operation which considerably improved his health, and afterward proceeded to England by the P. & O. steamship *Medina*, which was torpedoed and sunk in the English Channel during the voyage.

On arrival in England he joined the Royal Flying Corps as a cadet, shortly after becoming a pilot of unusual ability, and was serving as an instructor in the north of England until the armistice.

Capt. Ross Smith and his brother will be accompanied by Sergeant J. W. Bennett, A.F.M., M.S.M., and Sergeant W. H. Shiers, A.F.M., who will act as engineers.

Sergeant W. H. Shiers was also born and educated at Adelaide, and spent his early life on a farm. Later on he went to Broken Hill, New South Wales, and worked at the North Mine as an electrical engineer. He was a student at the Technical College at Broken Hill, studying engineering and mechanics in his spare time, and seven years afterward proceeded to Barren Jack Irrigation Scheme in New South Wales as an electrician for the Yanks-Leeton area in connection with government contracts. In March, 1915, he enlisted in the 4th Divisional Artillery at Sydney, and was sent to Egypt, where he transferred to the 1st Australian Light Horse Regiment. He took part in the battle of Romani, and in October, 1916, was posted to the 67th (Australian) Squadron, Royal Flying Corps, as a mechanic. He rapidly gained promotion, and, owing to his ability and resourcefulness, he was on many occasions sent out in the desert to bring in crashed or damaged machines, which was at times a most difficult and arduous task. He has handled almost every type of engine, and for the last twelve months of the war was working on Rolls-Royce engines.

Sergeant J. W. Bennett was born at St. Kilda, Melbourne, in 1892, and spent fourteen years of his early life at Hawthorn, Melbourne, where he received a public-school education, and attended night technical classes. He took great interest in all things connected with the early progress of the internal-combustion engine, both for car and aviation use, received a thorough and early training with Salway motor engineers, and was employed for a considerable time with other prominent motor firms in Australia. At the outbreak of war in 1914 he was on the mechanical staff of Messrs. Denny Lascells, motor department, Melbourne, but enlisted in the Mechanical Transport, Australian Imperial Forces, sailing as a First-Class Air-Mechanic in No. 1 Squadron, Australian Flying Corps, with which he served in Egypt and Palestine until the armistice.

On account of the excellent records of these two sergeants, they were specially selected to accompany Air Vice-Marshal Sir W. G. H. Salmond, K.C.M.G., C.B., D.S.O.; Air Commodore A. E. Borton, C.M.G., D.S.O., A.F.C.; and Capt. Ross Smith, M.C., D.F.C., A.F.C., on the first Cairo-to-Calcutta flight, and Air Vice-Marshal Sir W. G. H. Salmond stated in India that the success of the flight was largely due to their skill and knowledge. They were subsequently awarded the Air Force medal for their work in connection with this flight, and accompanied Air Commodore A. E. Borton and Capt. Ross Smith on their reconnaissance for airdromes in Burma, Siam, Malay states, and the Netherland East Indies. On returning to India, they both served with the Northwest Frontier Forces in the late Afghan War.

"The Modern Roc's Flight," the New York *Evening Post* calls Captain Smith's achievement, and recalls the romantic history of the places passed over in "this touching of four continents by one flight" alongside "the famous routes of travelers of past centuries":

> The idea of flying from Cairo to Bagdad in one day, from Cairo to Delhi in three, amazes us. But we can hardly conceive how it would have amazed that unwearied traveler who won fame by traversing the vast areas between Venice and the Orient—Marco Polo. He set out from Acre, over which Smith passed, and went from Tabriz to the Persian Gulf before going north again—a line Smith intersected; he once visited the neighborhood of Rangoon, and, returning to Europe, passed through the Malay waters, over which Smith flew. But to go from Acre to Kubla Khan's court required of Polo four years, 1271–75—years of hardship, fevers, desert thirst, superstitious terrors.
>
> To go back further still, Smith's route was paralleled by one of the great conquerors. Alexander, after campaigning in sacred India to surpass the exploits of Semiramis and Cyrus, brought his armies back from the Indus to Babylon along the very line the airman followed from Bagdad to Karachi. This retreat, through a country absolutely unknown, where the troops suffered terribly from heat and thirst, with Nearchus's fleet trying to get in touch, is one of the absorbing chapters in Greek history. It required nearly eight months, but the airplane looked down on the scene for a few hours. The famed Hydaspes, on which Alexander fought and of which Horace sang, is now to be an unromantic alley under humdrum administration viewed from our newest conveyances. But an Anglo-Saxon would have thought of later figures than Alexander—have thought of the first British Fleet to trade in the East, which left Torbay in 1601, and did not bring its rich cargoes back till the end of 1603.
>
> The airplane-piloting Smiths and Poulets in the land east of Suez give us a new element to reckon with in the literary investiture of the Orient. Kipling spoke of taking the western ocean in the stride of seventy thousand horses and some screws. Men will now be taking the eastern hemisphere in the rush of one hundred miles an hour and a propeller. They will catch in a few swift steps the island-strewn setting of Conrad, the India of Kipling and Loti, the nearer East of the oldest of literatures, and all Europe. The white man's stedfast support in the Orient has been machinery, and literature emphasizes the fact. Kipling's impulse to find the romantic in gears, rods, and oil is as evident as any aspect of his art; Conrad is above all a master in writing of ships and of the effects of ships and sea upon psychology. It was interesting to note that the airman's last lap was from Sumbawa Island, between Java and Timor. All the region is best known to the reading world through the author of "Freya of the Seven Isles," "An Outcast of the Islands," and "'Twixt Land and Sea." There will be a chance now for a McWhirr who fights the typhoon in air instead of on the waves.
>
> The immediate practical meaning of the feat was made clear in the King's congratulations—the flier had contributed to the compactness of the Empire. How great a desideratum compactness is the war had shown. A globe-sprawling Empire feels loose and vulnerable when its very center is menaced. Captain Cook, who with a 370-ton boat first really brought Australia within human ken, was gone three years, and was nearly one year in reaching Tahiti. The first shipful of settlers left England May 13, 1787, and anchored in Botany Bay seven months and twenty-five days later. That striking illustration of India's one-time distance, the heavy library Macaulay read while *en route* there, is not yet forgotten. It is to the Empire's advantage that fliers have shown that Canada may soon be but a day from England, and Australia but seven or ten. It is to mankind's advantage that the world's compactness be increasingly realized.

FRITZ KREISLER DISCUSSES AMERICA'S ATTITUDE TOWARD HIM

"LITTLE PIN-PRICKS," Fritz Kreisler, the violinist, calls the attacks made by those who insist that he be barred from giving concerts, because he served in the Austrian Army during a part of the war. The violinist refers thus lightly to the opposition against him, in a recent interview granted H. Lyman Armes, of the Boston *Post*, in which he also told why he fought for Austria, gave an outline of his creed as an artist, and stated why he felt he should stay in this country and practise his art. Mr. Kreisler said the trouble he had been having was only to be expected, as the "convulsive after-effects" of the Great War. He characterized the criticism of him as "unthinking," and the result of an absence of knowledge of the facts of the situation. "In every case where I have been able to meet those who have objected to my being permitted to play, their opposition has passed away immediately," he said. Moreover, we are told that in most cases the violinist has not been opposed. The public has heard all about the two or three places where attacks were made on him, he says, but no mention is made of the thirty or forty towns where he was cordially received. "We hear of a man who steals a silver spoon and forget the honest thousands who see them and do not steal," he observed. "Just so people have got the idea that I'm a hunted man. I'm not. They do not hear of the many times I'm welcomed." Not only did the violinist assert his entire freedom from inclination to utter reproaches, but he also took occasion to express his appreciation of the hospitality of the American nation, and particularly its generosity in feeding the starving Austrian people. "America fought us and then saved us," he said. In discussing his having been a soldier in the Austrian Army, Mr. Kreisler

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stated that he only expected America to respect him on that account as a man who had done his duty for his country. He went on to relate the circumstances connected with his being called into the Austrian service:

> My wife, as you know, is an American woman. We were in Switzerland in order that she might benefit by medicinal waters at one of the resorts there. Suddenly there came the outbreak of the war and I was called to the colors. It was just the cold-blooded call of the regular army routine delivered to me through my father, who still lived in Vienna. Mine was one name on a long roster. No one cared who was sent out.
>
> I had seen no military service for twelve years. I was but a cog in a great wheel—an atom in that big mass.
>
> Sometimes I am asked why the Austrian Government called me, an artist musician, to duty in the trenches. Why, the Austrian Government never moved a hair's breadth to concern itself with me! I was called in by the commanding officer of the regiment I had belonged to in a provincial town. I was a reserve officer by law. My name was on the rolls, that was all.
>
> No one here or there knew I was in the army until I came back wounded. Every one is cannon-fodder there, you know. There are no national idols in the ranks of the Austrian Army.
>
> My participation in the war was a matter of duty incontestibly. No honest or patriotic man, howsoever devoted an American he might be, could see any wrong in that act.
>
> Every one knows that I was wounded. That wound developed serious complications which affected my kidneys. The doctors told me I could live but a little while—and told me quite brutally at that. They said my only hope lay in going to live in a hot climate.
>
> My wife being an American and having a mother who was then alive in this country, we came back here immediately. I had absolutely no trouble getting a passport. I had received an honorable discharge as a complete invalid unfit for any further service.
>
> We went to Holland. There we boarded a Dutch steamer for America, the same boat on which came Dr. Van Dyke, American Ambassador to Holland. On the way we were stopt by a British cruiser. The British officers were very cordial, courteous, and charming to me. They sent a wireless to London and the Admiralty allowed me to proceed. The naval officers showed absolutely no ill feeling, tho they knew I had fought in the Austrian Army—and that was only two weeks after I had been discharged.

Among other things with which Mr. Kreisler has been charged is that of coming to this country to earn money to send back to help Austria in the war. He explained to Mr. Armes that before he left for America he promised some French, Italian, Russian, British, and American families of musicians, stranded in Vienna, that he would help them in their struggle to live. We read:

> You know there were no internment-camps in Austria except for political prisoners. These musicians had lost their means of livelihood. In all, counting wives and children, there were about forty of them. They were in a terrible plight and they had appealed to me as a brother artist for help.
>
> I told them that as long as I could earn a penny they would have enough to live on. That was when people said the war could not possibly last over a few months longer.
>
> Who would ever have dreamed that the world could stand the bleeding, misery, suffering, and strife of these past four years!
>
> To keep up the mere necessities for those forty people required the major portion of my salary. It was a terrible burden which I had not imagined was to be mine for so long. But I could not lay it down and let suffering result. Of these things I only speak with the greatest reluctance. It is not pleasant to me to have to tell of the things I am privileged to do for others. However, in view of the iniquitous and slanderous remarks which have been spoken lightly of me I feel that it is only fair to myself.
>
> When Mrs. Kreisler and I had been in this country a while I found that my recuperation under her care was progressing in this American climate much faster than was expected. It is a matter of record that I played 150 concerts here in the two years before America entered the war.

When America entered the war the violinist retired, stating that he considered it "unsportsmanlike" to play when America's own artists were going out to fight for their country. He said:

> I do not mean to say that in art or among artists there is anything like commercial competition, but I considered it wrong and unsportsmanlike to play when the other artists of the country had no chance to appear before the public. And I did what I considered the absolutely square thing.

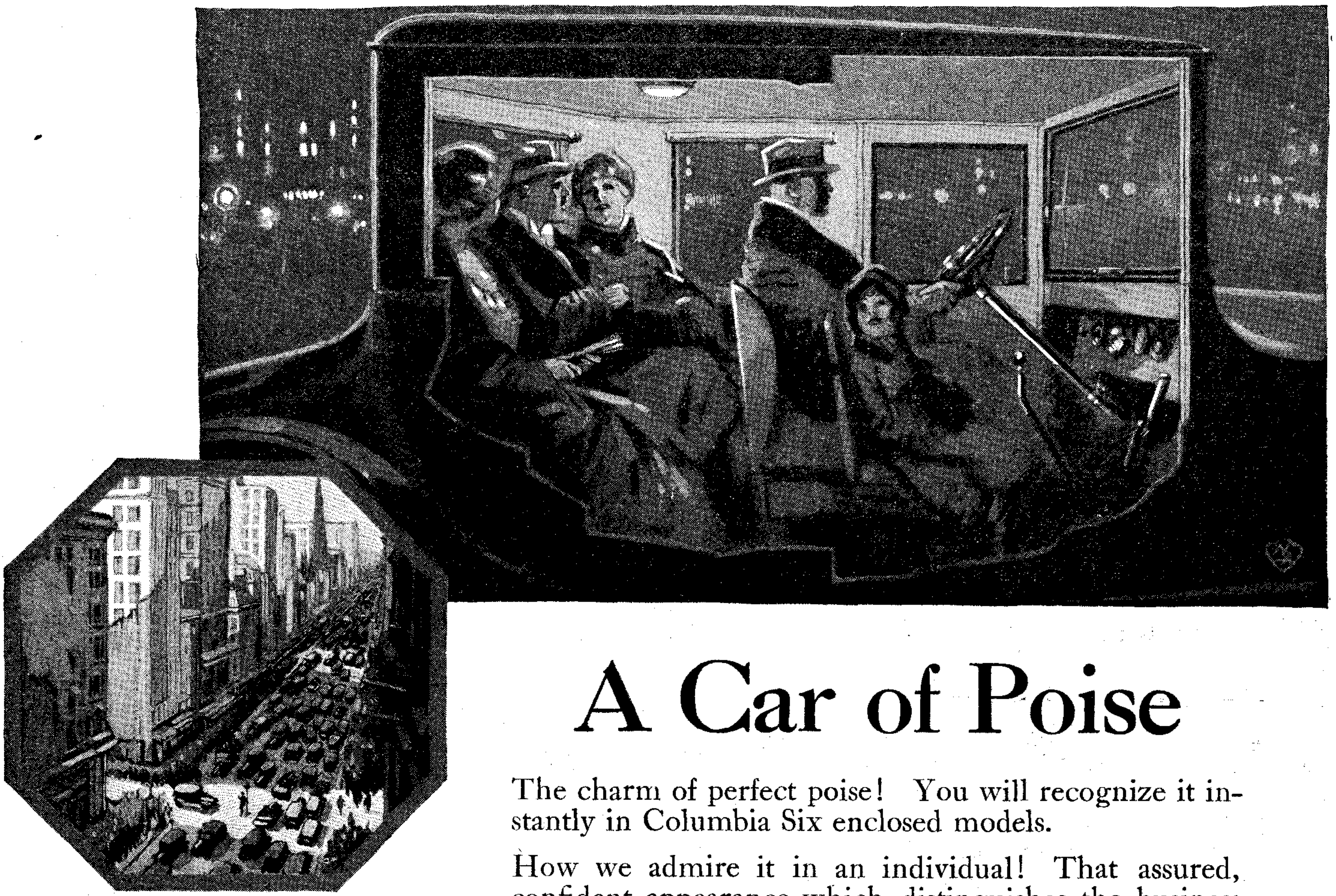
Mr. Kreisler then gave an outline of his conception of art, and its place in the general scheme of things, in this connection suggesting that it is not limited by nationality and speaks no language but its own. To quote:

> I am staying here upon the unbiased basis of art for the sake of art. I feel that I can give America something. And my message is a purely artistic one and always will be in every country under every circumstance.
>
> I will never stand for any inclusion of the national element in art. I would as quickly oppose any attempt in Vienna to agitate against French music. The higher art goes the less it has to do with terrestrial things. It is like religion and philosophy.
>
> Music has no vehicle in which it is held down and confined to nationalities any more than religion is for one favored people alone.
>
> Personally, I consider myself a humble servant of humanity as an artist. I do not play primarily for profit.
>
> My highest desire and hope would be that art might be taken up by the state that artists might be lifted out of the necessity of making their art a bread-and-butter profession. Then we would have absolutely clean, fine art.
>
> The great thing that interferes with art all over the world is the fact that it goes hand in hand with popular success.
>
> Of course, no individual can withdraw from that condition of things. One artist could not change the habits of the world. To try to do that would only bring poverty and failure to the individual artist and would not help at all.
>
> Art ought to be a priesthood and every artist should be a priest. Artists should be like the great missionaries of the middle ages—those great figures in the development of religion and civilization who had a burning desire to go into all the world and preach the Gospel to every creature.
>
> No one knows the exquisite moments an artist has in the realization of his art and the carrying of its message into the world.
>
> Of course, all that is Utopian. There is no hope for any such dream to come true. But it would be an ideal condition for art, for artists, and the people. Then you'd see the self-seekers who strive for commercial success falling away. Only the true lovers of sincere art would remain.
>
> No very elevated state of culture will ever be obtained without the development of art and music on a high plane.
>
> I feel I have a mission to bridge over the abysses between the peoples working with the universal language of art and its deep-rooted feelings of good-will.
>
> Now, to-day, my vocation is a higher, greater, finer one to live for than it has ever been before. I shall exercise that principle as long as I may be permitted—as long as my honor as a man and my ideals as an artist are left untouched.
>
> There is a great element of reunion at work in the minds of men to-day. There is a getting together for humanity and progress in all lines of endeavor. Already there are thousands of Americans in Austria engaged in all sorts of activities, from making money in commerce to expending money in mercy. No one could express the human suffering that is being prevented and alleviated by America's work in Austria.
>
> I think I shall go on here exercising my profession. My whole life is based on the great hope—that I may help in the rebuilding of art and the upbuilding of artists.
>
> I shall always use my excess earnings for that—to help and encourage unfortunate artists and to preserve their work for humanity.
>
> I have only a deep devotion to my art, no ambitions, no aspiring desires for myself alone.
>
> There in a broad way is my *credo*.

In a recent letter to a committee who had asked the violinist to define his attitude toward America before playing in their city, Mr. Kreisler again expresses his admiration for this country and gratitude for its hospitality. In explaining why he does not wish to become a citizen of this country, he once more refers to sportsmanship in his statement questioning the good taste of deserting his own country just now when it is "in the throes of abject misery and starvation." The letter follows:

> I am deeply imprest with the spirit of utter fairness underlying the demands which are embodied in your letter and consider it a great privilege to be allowed to state my own case without subterfuge and in absolute frankness. . . . . . .
>
> The principles of true democracy are the basis of my political faith. I held these views and exprest them openly abroad at a time when their confession required a great deal more courage and self-abnegation than it does now. My feelings toward the United States of America are exprest in complete and whole-hearted indorsement of its political institutions: deep admiration for its generous and unselfish international policy; everlasting

Columbia Six



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How we admire it in an individual! That assured, confident appearance which distinguishes the business leader from the failure—the successful debutante from her boarding school sister.

Today with the motor car playing such an intimate part in every activity the confidence that springs from owning a "correct" car is fully as vital to business or social success as that which comes from faultless clothes.

"Perfect poise" well expresses the looks and actions of the Columbia Six.

The artistic moulding of the body lines—the richness and perfect harmony of the furnishings and fittings—the responsiveness and thorough dependability of the car—the knowledge that every mechanical part will function promptly and correctly at any time in any weather—these give to the Columbia Six and to the Columbia owner real poise—a sense of correctness and fitness for even the most distinguished occasion or company, that is a source of lasting delight.

Poise has been achieved in the Columbia as in an individual, by careful study to perfect each detail—both of appearance and of basic character.

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When you examine the mechanical details of the Columbia Six you will find much of the confidence which the Columbia Six inspires comes from the elimination of most of the troubles of motor car driving. For example, Columbia thermostatically controlled radiator shutters have banished cold weather troubles, such as hood-covers, hard starting, slow warming up and increased gasoline consumption.

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Gem of the Highway

personal gratitude for individual and collective marks of hospitality, kindness, and friendship toward me.

There are two potent reasons why I have not reaffirmed this my sentimental allegiance to this country by a more significant and political allegiance, and I leave it to the fair judgment of your committee to pass upon their honorability. In the first place, the country to which I belonged has passed out of existence, with the exception of a small remnant which constitutes the republic of Austria. As a native of Vienna I have automatically become a citizen of this small democracy, which just now is in the throes of abject misery and starvation. To sever under existing conditions my allegiance to that country would be an act of poor sportsmanship that no true American could possibly indorse. The personal advantages I would derive by becoming an American citizen are, on the other hand, so obviously patent that it is repellent to me and incompatible with my true and deep respect for this country to brave the suspicion that I might be one of those who put their personal welfare above all else and thereby prejudice an act which, in my estimation, must be the outcome of a clear, deep conviction and chemically free from any other considerations.

I confess that in my actions I have been guided by the desire to appear in this country in the same light as every true American would like one of his countrymen to appear in my country were he placed in a similiar position to mine. I can only repeat that as an artist I consider myself purely a messenger of a sublime principle exprest in the international language of music and that I shall try honestly to fill this my vocation as long as my honor as a man and my ideals as an artist are left untouched.

MAKING GOOD IN WORK AND PLAY WITH AN EMPTY SLEEVE

WHAT WITH THE TERRIBLE RESULTS of the war, to say nothing of the customary havoc of industrial accidents, there must to-day be more maimed men than ever before in human history; and it is one of the world's great tasks and obligations, through education, to restore these men to usefulness and thus save them from despair. Here is the story of one maimed man who found out how to accomplish more when handicapped by an injury than he had ever achieved before his misfortune.

When he was nineteen years old and working as an electrician in a Pennsylvania coal-mine, Robert H. Allison, in consequence of an accident, lost his left forearm at the elbow. Commenting on his own story in *The American Magazine*, Mr. Allison says,

> I don't have to be an expert mind-reader to guess what is passing in people's thoughts when they look at my empty coat-sleeve. They wonder how I lost my arm. They are curious as to how I dress myself, how I lace my shoes, how I cut tough beefsteak. They think I must miss most of the fun of life, and that I am badly handicapped in earning a living.
>
> As it is, I play football and baseball, getting my share of home runs. I can handle a pick and shovel as expertly as any two-handed sewer-digger. Moreover, my present earning capacity is about three times what it was before I lost my arm, and I hope the limit has not yet been reached. I have been earning one hundred and seventy-five dollars a month, and, at the same time, have been going to college to educate myself so that I can compete in the business world on an equal footing with two-armed men.

While he was in the hospital after his injury he had plenty of time to think, and to do what he had never done before—plan his career. His first thoughts were hardly encouraging, for, he says:

> I reviewed the one-armed men of my acquaintance. There was old Pete. He was waving a warning red flag at the railroad-crossing. Fred ran an elevator. John and Tony were time-keepers, while Bill earned only enough to keep him in tobacco, his family providing the rest of his needs. Such a dreary procession was not calculated to cheer a fellow up.

It became plain to him that only education could enable him to make a real place for himself in the world, but how and especially where that education was to be required was the problem. Then a friend told him of a little prairie college in southern Illinois, where "young men and women with plenty of grit and gumption, but not much ready cash, are given a chance to work for their education."

So the convalescent wrote to the president of the college in question, and received an immediate invitation to come right along. This is the way that Mr. Allison describes the friendly little institution of learning that reached out a helping hand to him:

> Blackburn College is at Carlinville, Illinois, just about eighty miles north of St. Louis. Possibly you've never heard of it, but it's got the biggest heart, and about the least "front" of any institution of learning in the country. At Blackburn there are no ivy-covered impressive college buildings, no atmosphere of wealth and power. Just two old brick buildings, built soon after the Civil War, two retired Pullman sleeping-cars used as dormitories, and a two-hundred-acre farm. That's all. Yet that little college is putting one hundred young men and women on their feet each year.
>
> When I saw those Pullman cars, and how ingeniously they had been fitted up into rooms for the students, and heard the story of how the president of the college had secured those two old sleeping-cars from the Pullman Company because the college didn't have the money to build a needed dormitory, I felt satisfied. I knew I had come to the right place. If the president could work out such a scheme as that, I knew he could find work for a one-armed boy.
>
> At Blackburn the young men run the farm and raise the food. The girls do the housework and cooking. By these means the students pay the larger part of their college expenses. Everybody works at Blackburn, not just a few self-supporting students.

The president and founder of the college, William M. Hudson, found self-supporting work for the new student around the buildings. But Mr. Allison realized that in addition to work, what any one suffering from an affliction especially needs is recreation that will keep his mind healthy and will save him from bitterness and self-pity. He continues:

> Before I had lost my arm I had played baseball with one of the minor leagues. When the college team gathered on the diamond I said to a friend, "I believe I could play ball with one hand all right."
>
> "Why don't you, then?" he demanded. So I went to it; and the second year I was made captain of the team.
>
> How do I handle the ball? I play the position of right field. I wear a glove on my one hand, my right hand. After catching the ball I toss it into the air, throw off the glove, catch the ball again, and throw it down to base by the time the average player is able to get it there. I use a regular bat and hold it pretty well up toward the heavy end. Sometimes I am fortunate enough to make three-baggers and an occasional home run.

While there may be some skepticism as to the butting prowess of a one-armed player, a spectator at one of the college games is reported by President Hudson as saying,

> "It's worth a dollar to see Allison catch a fly. I have never seen anything like it. I have been watching him this season, and he hasn't an error charged against him. It is like dropping a ball into a deep well to get it out into his territory. When he catches it, of course, he can't throw it with his glove on, and the way he flips the ball up in the air, throws off his glove, catches the ball again, and gets it down to the base is something wonderful to behold. His playing would be a credit to any two-handed amateur."

There were coal-mines in the neighborhood, and Mr. Allison hoped for an opening in his former occupation as electrician; but as the electric-shop was crowded at the time, he took a job in the pick-and-shovel gang, for a month, holding his own with the two-armed laborers, a fellow student, however, doing wheelbarrow work for two. But Mr. Allison still had his eye on the work for which he had been trained, and he tells how at last he secured it:

> "When are you going to give me work in the electric-shop?" I finally asked the superintendent.
>
> "If you will tell me how you can punch rivets with one hand," he replied, "I'll give you a place to-morrow."

I had a long wooden handle made for the punch and proved to his satisfaction that a one-handed man could punch rivets as fast and as well as any two-handed riveter in the shop. Before two weeks had passed, I was interested to note that every man in the shop had a wooden handle on his punch. They found it much easier to handle the punch in that way.

During the remaining two months of the summer I earned

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Essex success has not been accidental. No one doubts its right to the position it holds.

But how many know why Essex in its first year revealed qualities more mature, more evident of the influence of long experience, than is commonly found in cars even in their third and fourth year.

You will recall the Essex was announced one year ago without one word as to the identity of its builders. Not a claim was made for its performance.

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They gave to the Essex the power that has made it famous in all quarters. Its speed is the result of what had been learned in making the Super-Six winner of all worth while speed records.

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But the Essex does bring quality and performance to a class field that was unknown.

The former owners of large costly cars that have adopted the Essex have not been Hudson users. They have come from other cars, cars that fall short of the Super-Six in all particulars save size and cost.

The Essex appeals to such users because of its nimbleness. They like the way its performance compares with that of the Super-Six. You can see this on every hand. Both Hudson and Essex in every community are prominent because of their performance ability.

Essex Did Not Need Hudson's Endorsement

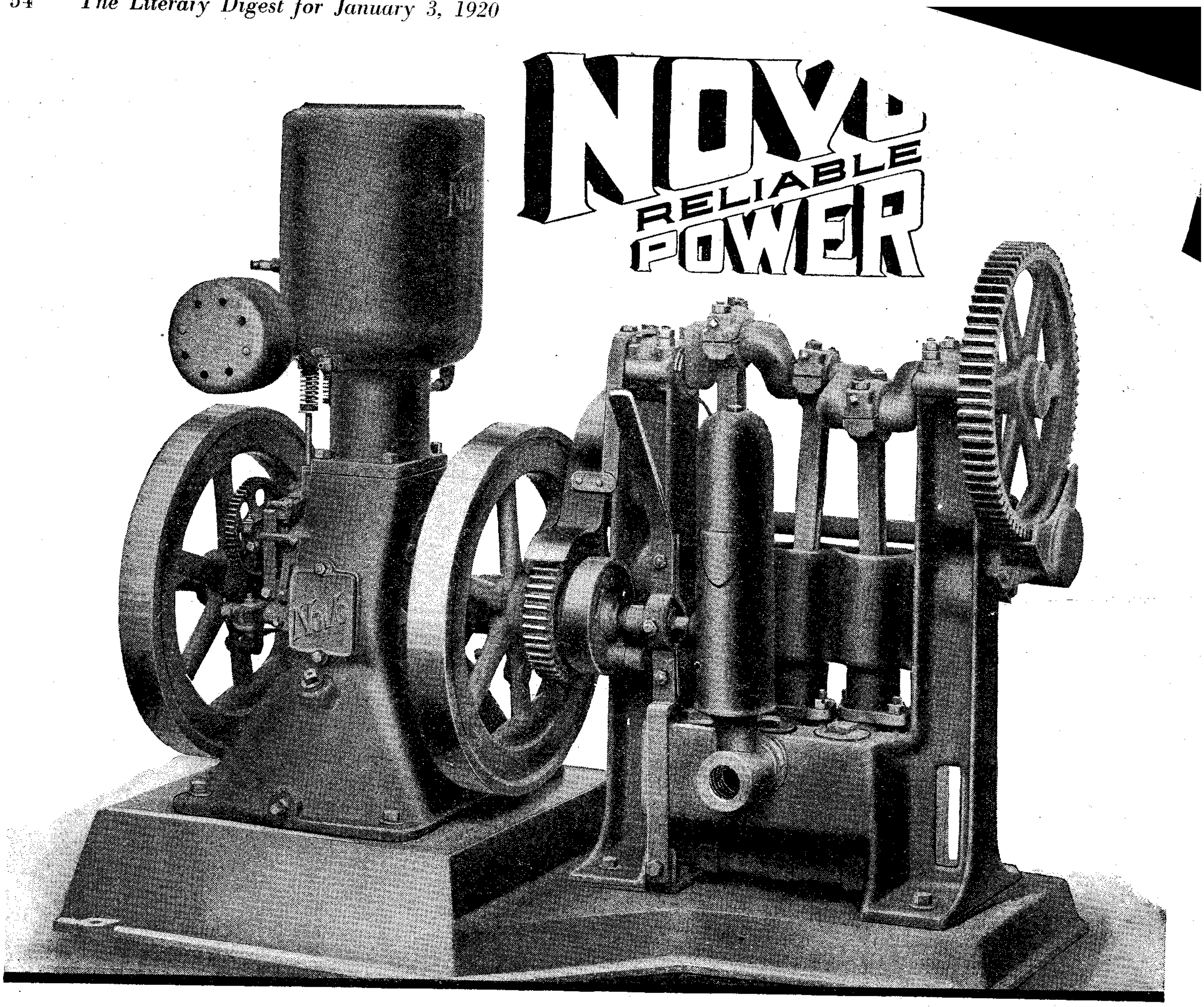
Think of the advantages Essex has had. What ordinarily would have required years to perfect was made possible in the very first model.

That is why 20,000 are now running, why more than $30,000,000.00 was paid for Essex cars in ten months.

You have not needed the Hudson endorsement to understand Essex performance.

Essex has won its own way. Hudson gave it full benefit of the experience of its engineers and the ability of its manufacturing organization. Its name was not needed.

Now Hudson takes the same pride in acknowledging its kinship to Essex that a father might in speaking of his son who on his own account had made good.



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If your road-building or construction job demands continuous water supply 24 hours a day, seven days a week, Novo Triplex will give it to you. Actual tests have amply proved this.

Like every Novo Engine and Outfit, it is simple in construction, easy to operate. And it is backed up by Novo Service—which means that every time a Novo Engine or Outfit is put to work, performance must equal promise.

Novo Engines, 1½ to 15 H.P. Furnished to operate on gasoline, kerosene, natural or artificial gas. Outfits for Pumping, Hoisting, Air-Compressing, Sawing. Write for full information.

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one hundred and three dollars a month; and I knew then that my education was assured.

The same summer Mr. Allison passed the examination for State Mine Examiner, and was appointed examiner in a mine within half a mile of the college, at a salary of $175 a month. More recently he passed the State examination for mine manager, and received a certificate which makes him eligible for employment in a position that usually carries a monthly salary of $225 a month—almost three times the wages that he was receiving three years earlier when he lost his arm.

His working schedule was as follows: He went into the mine at 1 A.M., remained on duty from six to eight hours, cleaned up, took breakfast, and went to lectures and classes at the college. In the afternoon he studied, and slept all he could after studying, before again going to the mine at one o'clock the next morning. Last summer he completed the junior college course, and is to enter a university to study law, having saved $2,200 for the purpose. Besides providing for himself he has given financial assistance to his family when an elder brother was killed in a mine accident, and while another brother was away on government service.

HOW IRELAND LOOKS TO A MAN FROM WISCONSIN

HINTS HAVE BEEN HEARD from time to time in the past few years that Ireland is now a land of plenty. While England was on short rations during the war, Ireland was not, and the old contrast between merry England and starving Ireland no longer exists. In fact, of the two, perhaps Ireland is now living a bit better. "Even in a hasty, self-conducted trip through Ireland," writes an American professor, A. L. P. Dennis, of the University of Wisconsin, "there are impressions of life and social conditions which come with peculiar interest to one who has been chiefly interested in varied affairs which for the most part have been remote from Ireland. Therefore, I think that the first impression is one of a surprizing economic prosperity. It is a situation so vastly different from that familiar in most of Europe." Professor Dennis's view, which appears in the London *Times*, runs:

> Ireland is a fat country with enormous material prospects. There have been practically no food restrictions in Ireland during the war, and Ireland has food in abundance.
>
> If one were a critic instead of a mere traveling observer, he might talk of poor communications and high rates of transportation. The lack of motor transport, the need of better roads, and of greater use of waterways have, indeed, operated to check an advance which otherwise would have been more rapid. But the way is open to the broad-minded administrator with a genius for getting to the bottom of any trouble. So in agricultural machinery there is a serious need of additional material which will be suited to the peculiar necessities of Irish agriculture. There is opportunity, therefore, for an immense improvement along these lines, as the scientific study of agricultural problems becomes more general and popular. Furthermore, the lack of emigration during the war has helped to relieve labor shortage, and, certainly, in the north there is virtually no unemployment. These general conditions have led to an interesting increase in bank deposits; there is, also, probably a certain amount of hoarding of money going on even now. This condition already realized has consequently led to a rapid development of financial transactions in Ireland.
>
> On the other hand with regard to industrial fuel, Ireland so far depends upon imported coal, and it is a serious question whether there are as yet undiscovered or undeveloped coal-fields in Ireland which could be worked at a profit. If Ireland should become even partially self-supporting in this matter the effect both politically and economically would be great, for even the industry of Belfast is largely exotic. Coal, iron, hemp, and, to a considerable degree, flax, have all to be imported. The general result of this agricultural and industrial prosperity both north and south, therefore, provokes certainly among the younger business men the question as to the reason for the remote character of their administration in Ireland. A further development of internal resources would possibly stimulate direct and easy trade with other parts of the world, whether on the part of the farmer, the manufacturer, or the banker. But the fact remains that Ireland is England's largest trader, and in this respect exceeds even America.
>
> A second impression of Ireland is that it has been largely untouched by the war. Of course, Irish soldiers from both north and south have engraved a splendid record and the very economic prosperity of Ireland is partly due to the war. Yet Ireland remains curiously aloof from the great struggle; she seems less intimately touched than almost any other country in Europe. Imagination and love of adventure have sent the Irish to do splendid work in all parts of the world, but there is a strong tendency at home to what might be called, without offense, an ingrowing mind. Old and continued wrongs, present uncertainties, and distress as to the chances of future peace have all operated to make Irishmen think chiefly of Ireland. It is, for example, very hard to make Irishmen at present talk of anything but their own affairs. In almost any other country in Europe it is possible to provoke some discussion of affairs international or remote, but in Ireland local or national issues dominate the situation. This, perhaps, is also due to the unfortunate condition of Irish education. There is a great lack of study, of the modern humanities, of geography, history, economics, and of science. The result is that the Irish are unfortunately unprepared to appreciate their relationship to the rest of the world.
>
> In spite of this aloofness, there is constant evidence of the important relationship of Ireland to the outside world. I recall a delightful morning spent in the National Portrait Gallery in Dublin. There, as compared with the National Portrait Gallery in London, I received two clear impressions. First was the surprizing dominance of definite types of men. At the Gallery in London there is a variety which testifies to the mixed character of British history. But in Dublin there was a real national Valhalla. Secondly, I had the feeling that I had seen the sons, brothers, cousins of these leaders in Irish life in the ranks of the Allied forces in battalions from every British Dominion and in almost every division of our own American Army. To-day on the streets of Boston, New York, or Chicago are faces which recall portrait after portrait in the Gallery at Dublin. So the Imperial and national and foreign interests of Irish life became clearer than before.

Historically, of course, Professor Dennis admits, the importance of Ireland to the rest of the world is an ancient matter, and the strength of the Catholic Church in Ireland has continued international relationships wherever the Vatican has authority. As further considerations:

> Geographically, the very location of Ireland, whether for commercial or naval reasons, is of tremendous and continual importance. For all of these reasons, the rest of the world has a vital interest in Irish affairs. In these circumstances the social problems of Ireland seem to me to have a significance much beyond their local importance. Indeed, the social interests of Sinn Fein are fully as great as the political. I am, for example, much interested in the fact that Sinn Fein includes within its body men of vastly different natural interests and views. Of course, there are theorists and enthusiasts, but side by side with them are men of substance and means, genuine Conservatives who are part of a movement which is often wildly radical in thought, and at times extreme in action. This remarkable solidarity of feeling in the greater part of Ireland is perhaps responsible for the fact that the usual social problems which are convulsing other countries have on the whole not affected Irish life as yet. So, for example, the war of labor and capital and the great questions arising out of modern social unrest are subdued, if not obscured, by the overhanging problem of a national political settlement.
>
> Yet it would be a mistake to think that Ireland is free from social problems. For example, I have in mind the fact that the younger generation is curiously ardent and belligerent. The increasing habit of carrying firearms, particularly on the part of young lads from sixteen to twenty, is likely to have a serious social aspect as time goes on. To our cost we in America know the evils of gang life in American cities. But, as yet, Sinn Fein leaders do not seem to realize the inevitable dangers which will arise in Ireland from conditions which at present many of them apparently condone. There is, of course, a long as well as a recent tradition of political lawlessness in Ireland, but it would be a mistake to think of Ireland as essentially a disorderly country. On the contrary, I am imprest with the law-abiding, orderly qualities of Irish life. Aside from political crime, there is surprizingly little criminal activity, and vice as we know it in the modern world is far less flagrant or common than in most European countries. Yet to-day the approval of political crime bears with it a dangerous menace for the future, and the time may well come when bad habits learned from patriotic motives will react dangerously on the social and domestic life of Ireland.
>
> Hitherto, whether in Belfast or Dublin, the political and religious issues, the existence of national forces have restrained the growth of Irish labor organizations; but that time may soon pass,

and already the Irish Transport and General Workers Union has begun to operate for itself. Thus the recent strike of agricultural laborers in Meath and Kildare was actually a strike by Sinn-Fein laborers against employers who were for the most part also at least nominally Sinn Fein. If, or when this movement spreads, so as to divide Ireland on economic rather than on political grounds, the significance and condition of Irish labor will become a prominent issue.

A more hopeful sign for the future is to be found in the attitude of many of the young business men, both north and south, who are alive to the serious economic problems of the future. In Belfast I was surprized to find that young men who have received a wider lesson through the war and through the pressure of modern commercial life are by no means as eager and determined in their political exclusiveness as the older generation. Certainly all over Ireland I found many evidences of a spirit of practical cooperation between men of different religions.

But to-day the great blight upon Irish life is the fact that only one issue dominates the situation. The effect of this on local government is very great. Men are put in office to handle purely domestic questions on remote and national issues. The result is that the professional politician has had an unfortunate control to the detriment of good local government. In the circumstances, it is indeed a surprize to find that Ireland is as well governed as it is, and this fact is additional evidence of the native ability of the Irish people.

I have, therefore, a lasting impression of the immense importance of Irish economic development; and it is not without significance that Sinn Fein has recently turned to an economic policy of far-reaching prospects. But "man does not live by bread alone," and the material welfare of Ireland does not provide peace. The insular character of Irish life, as well as the importance of Irish relations with the rest of the world, give added strength to the feeling that peace in Ireland is an extraordinary necessity to-day. The forces of a natural liberal spirit in Ireland have much to gain from the historical conservatism of Irish life; their combination has been both delightful and valuable to the rest of the world, and in our present plight we need many of the qualities by which Irishmen have helped others in time past.

SUNDAY AMUSEMENTS OF THE "RUBBER-COLLAR" CITIZENS OF PARIS

WHILE WE ARE VIEWING with alarm or amusement, as the case may be, the activities of our Bolsheviki of parlor and street, Paris, it appears, is provided with an even more numerous, inventive, and active variety of "Reds." The "rubber-collar vote" of Paris, otherwise known as the Bolsheviki, holds its political rallies on Sunday, reports Guy Hickok to the Brooklyn *Eagle*, "and at yesterday's rally, which I attended, a good time was had by 15,000." Here are the methods, according to Mr. Hickok, by means of which the "Reds" of Paris enjoyed themselves:

1. They sang the forbidden "Internationale."
2. They hooted Clemenceau, Poincaré, Pichon, and the rest of the French Government.
3. They elected honorary chairman a man condemned to death.
4. They broke the floor of the hall.
5. They cheered Lenine, Trotzky, and "the *Soviet* Government."
6. They cheered for Cottin, the man who shot Clemenceau.
7. They cheered for Captain Sadoul, condemned to death for deserting from a French military mission to the Bolsheviki.
8. They sat on girders above, brought their wives and babies, and all stood up so they could make room for more.
9. The overflow broke windows of passing automobiles (with canes).
10. They fought good-naturedly with the police for two hours.
11. They shouted "Down with war!" and "Down with the Army!"
12. They bought and sold copies of *The Communist*, a newspaper reporting news from "*soviets*" all over France.
13. Then they and their wives and children, having thoroughly enjoyed themselves, went home.

This was not the sort of a "Red" gathering I visited last month, an official congress of Socialist politicians from all over France.

This was "the rank and file."

That other corresponded roughly to one of our national political conventions at home. This was more like a campaign rally at Prospect Hall—with this difference: that here, the rank and file brought their wives tho Frenchwomen do not vote—and several hundred of them brought their children as well.

If one were ignorant of its nature—its complete espousal of Bolshevism—one would like this crowd. It was a good, substantial-looking crowd. Its men looked vigorous and its women strong and decent, and its children well cared for. But there rang ever above this cries of

"*Vivent les soviets!*"

The "Red" rally was to take place at 2:30 in the great dining-room of the Cooperative Union in the Avenue Jean Jaurès in the Villette district at the northeast corner of Paris. It was scheduled for Sunday, because the "Reds" are workmen who have no other day free.

The Avenue Jean Jaurès is a sort of hod-carriers' boulevard, and as soon as Sunday dinner was out of the way the street became a human river at flood. A great current of husky blue-chinned men, husky, frequently mustached wives, and countless eddies of hob-nailed kids—more kids than there are in all the rest of Paris—filled its banks, surging into open shops, open cafés, and round corners into side streets.

For a population supposedly in the grip of acute and revolutionary unrest they were singularly happy looking. They had none of the care-worn, nerve-racked look that strikes a close observer of the hordes on the big "society" boulevards around which the city's more widely known but less genuine merriment centers.

Mothers carrying tiny babies and leading toddlers had plenty of strength in reserve with which to grin wide, husky grins, and carry on robust banter with their men.

And the men—barring the unaccustomed strictures of their interminable shiny Sunday rubber collars, seemed not to have a care in the world.

It was difficult to believe that the district could be one that is causing furrows to gather on the brows of the Frenchmen who wonder what their country is coming to. Only the prevalence of red buttonhole bouquets and the fact that even the dummies in clothing-stores wore red geraniums, labeled it as a red sector.

It was a well-drest crowd, too—within limits. True, their overcoats were nearly all of the kind that will do double duty as raincoats, and there was no special style or fit to anything, male or female.

The women's furs were as specious as the men's rubber collars, but they were warm. And the boys' shoes were brass-toed, and either hob-nailed or soled with wood, but comfort, physical comfort, radiated from that crowd as luxury radiates from the Metropolitan's diamond horseshoe.

Hoots for the French President were intermixed with cheers for anarchistic assassins in a way that would in all probability make the hair of a conservative, law-abiding New-Yorker stand on end. As for other evidences of Bolshevism, we read:

A black mob choked the street in front of the Cooperative Union building; and while a dozen listless *gendarmes* looked on the crowd milled around chanting yells like these of a winning football team. At close range the shouts were decipherable.

"Hou—hou—Cle-men-ceau! Hou—hou—Cle-men-ceau!"

and,

"Vive—Sad-oul! Vive Sad-oul! Vive—Sad-oul."

Sadoul is the deserter to the Bolsheviki.

"Vive—Cot-tin! Vive—Cot-tin! Vive—Cot-tin!"

Cottin attempted to assassinate Clemenceau.

They shot the words out in college-yell time, interrupting now and then to sing the "Internationale."

Inside the building a strange thing had happened.

At first the crowd sat down as crowds do at our rallies.

But an ever-increasing number pushed in from behind. The Reds stacked the chairs against the walls and stood, thereby quadrupling the capacity of the building.

Having no particular dignity to maintain, those who could not find foot-room either on the floor or in the big balcony, monkey-twisted their way to the steel girders that held the ceiling and clustered there like black spiders.

Right off the bat the meeting did a startling thing. It acclaimed the condemned Capt. Jacques Sadoul, its honorary chairman.

Sadoul was, as every one knows, a Socialist candidate for the Chamber of Deputies, corresponding to our Congress. He was, among other things:

1. A deserter from the Army. He left a French mission in Russia.
2. A Bolshevik. He joined the Bolsheviki and was made a Bolshevik *commissar* at Odessa.
3. Sentenced to be shot by French court martial.

Little distinctions like these mean nothing to the Reds, however. They think Sadoul is a lot better than Clemenceau, despite the long and honorable record of the latter.

The speeches were short. The applause and interruptions

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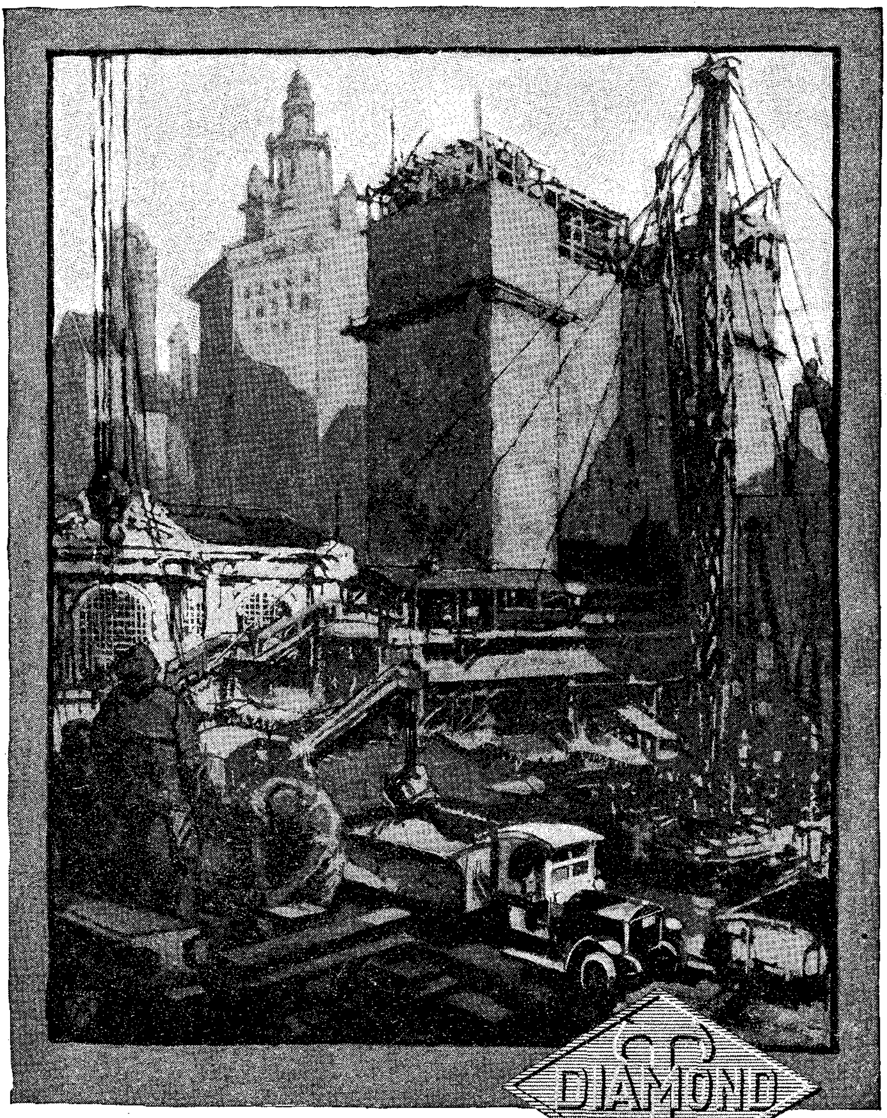

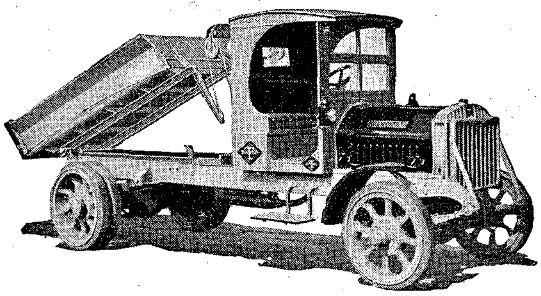

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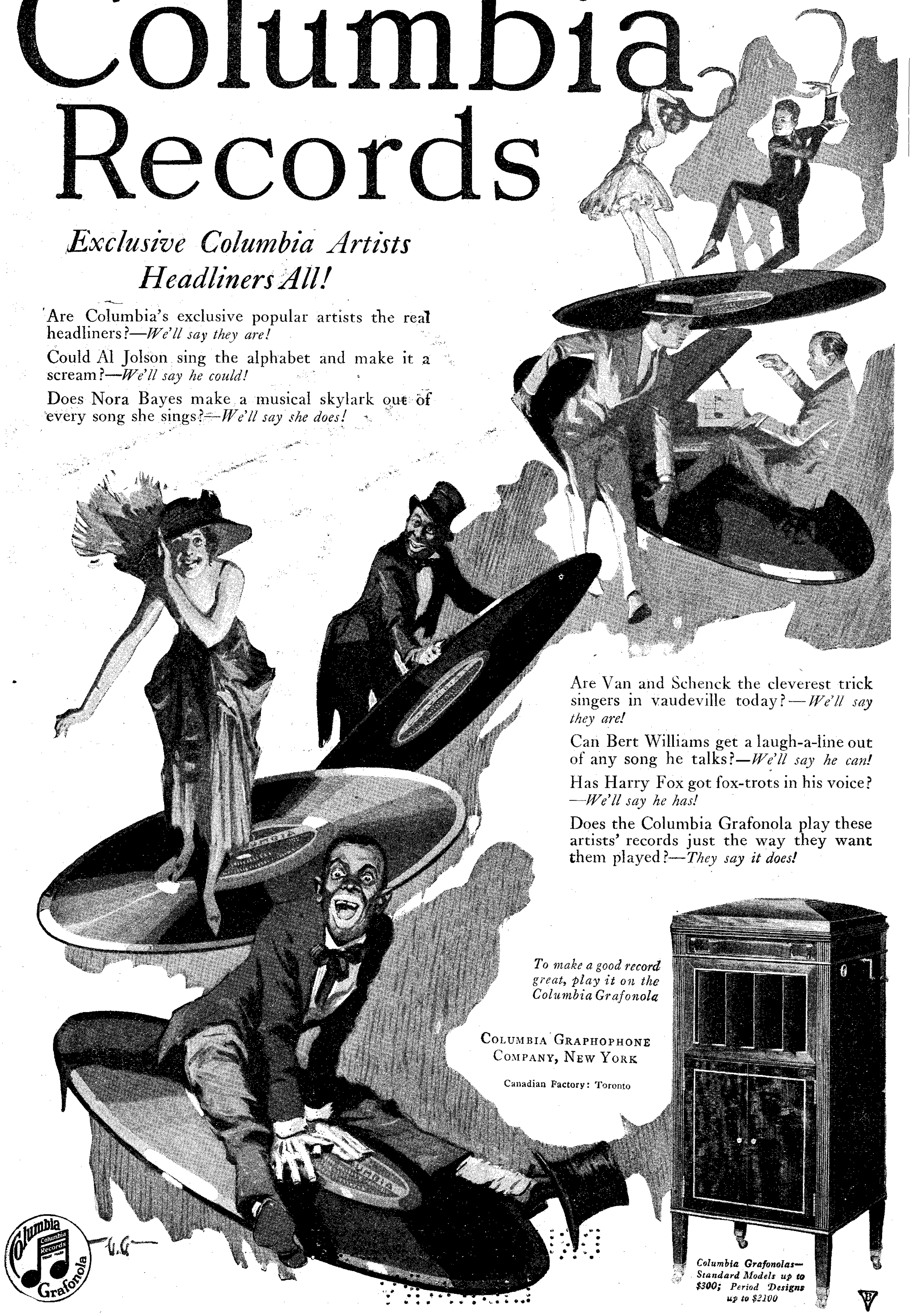
Exclusive Columbia Artists Headliners All!

Are Columbia's exclusive popular artists the real headliners?—*We'll say they are!*

Could Al Jolson sing the alphabet and make it a scream?—*We'll say he could!*

Does Nora Bayes make a musical skylark out of every song she sings?—*We'll say she does!*



Are Van and Schenck the cleverest trick singers in vaudeville today?—*We'll say they are!*

Can Bert Williams get a laugh-a-line out of any song he talks?—*We'll say he can!*

Has Harry Fox got fox-trots in his voice?—*We'll say he has!*

Does the Columbia Grafonola play these artists' records just the way they want them played?—*They say it does!*

To make a good record great, play it on the Columbia Grafonola

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> long. The Reds heckled their own speakers quite unmercifully, usually because their utterances were not sufficiently radical. They were straining at the leash. Here are a few oratorical gems:
>
> "This is not a period of elections which is opening, but a period of revolution."
>
> "There must be a union of the proletariat against the conspiracy of the marshals, Foch, Hindenburg, and Kolchak!"
>
> "What we want is not a Chamber of Deputies, it is the *Soviet* system at once, or else you are partizans of the *Soviets* for Russia only!"
>
> "The revolution will come through a general strike. Declare for that!"
>
> "We shall pay for the crime of the French *bourgeois* war as the *bourgeoisie* of Russia have paid already!"

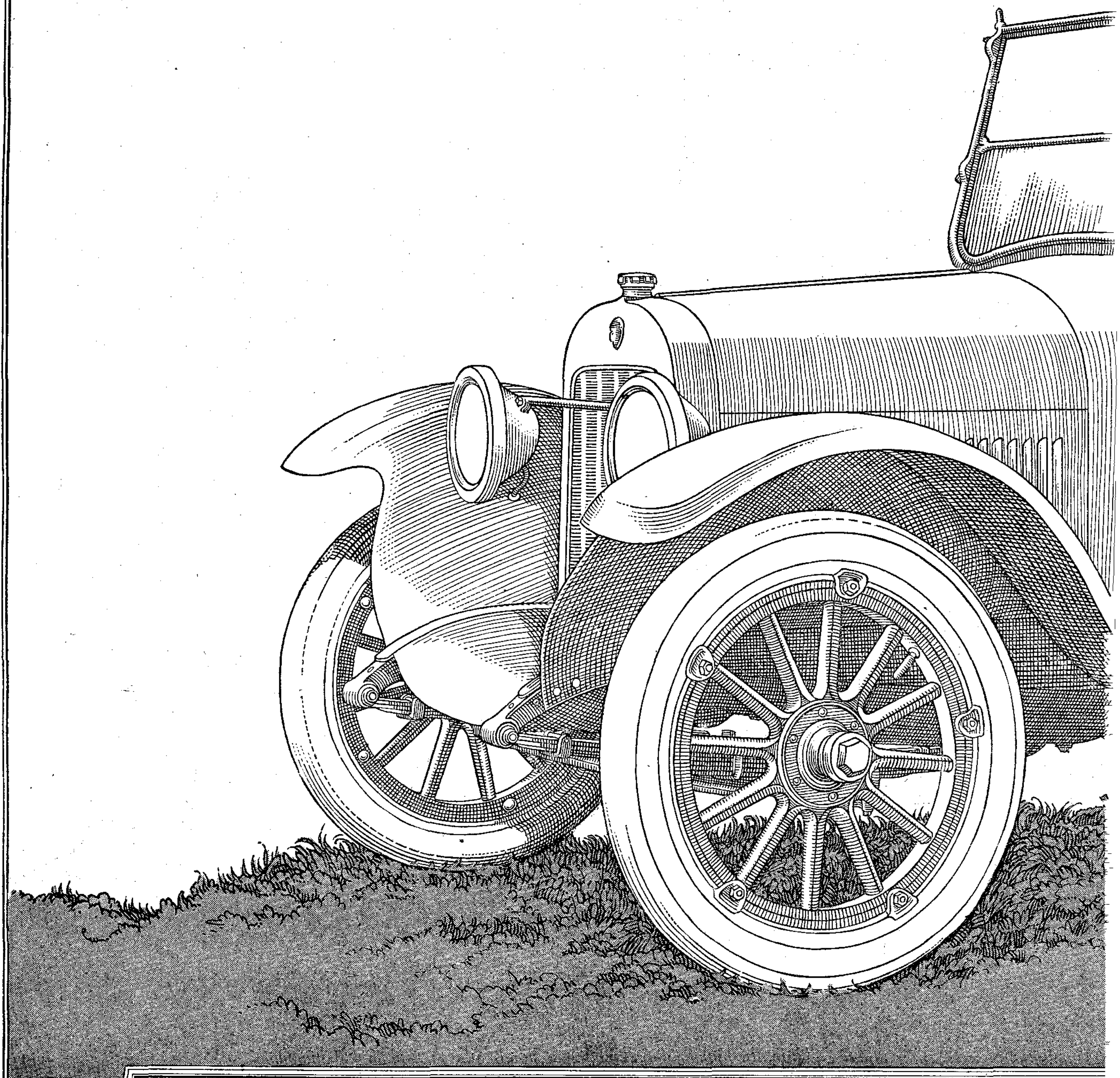
One of the French "*bourgeoisie*," unluckily for him, happened to be motoring past the place at that very moment. It was his misfortune to be very fat, to have wrinkles about his jowls—in fact, he looked very much like a typical profiteer. Besides, as we read:

> Possession of an automobile in France means more than it does in the United States. There are more machines in Los Angeles County, California, than in the whole of Europe. And in France one is almost compelled to have a way of getting his gains ill before he can get enough of them to buy a car.
>
> As the fat man's machine nosed its way slowly through the hooting crowd one man stept back and deliberately drove his cane, first through the front plate-glass window, and then through the second plate-glass window. Then he dodged out of sight.
>
> The car stopt. The owner climbed out mopping a bleeding neck and reported his troubles to a policeman who appeared too late to see his assailant.
>
> The crowd grinned silently. Even the policeman seemed to take the matter lightly. The only man who seemed to be a bit imprest was the owner of the car—who was in all truth quite solemn enough.
>
> The meeting finished, the crowd flowed into the street, still singing its "Internationale" and chanting its anathemas against the established order. By common consent the current eddied slowly toward the Place Jean Jaurès, the largest open space in the neighborhood.
>
> Long before I got there things had begun to happen. Faint cries of "Hou-hou-Cle-men-ceau!" floated over the low mutter of street-conversation, and as the distance grew shorter the clatter of running feet became clearly audible.
>
> At first in the great darkened square the only distinguishable fact was that several thousand human beings were milling aimlessly around, most of them looking over their shoulders.
>
> Gradually it became evident that the columns of a stretch of overhead railroad, columns exactly like our "L" pillars, were centers of stationary knots of men and women.
>
> By edging through one of these knots it was possible to see the nucleus—a group of fifteen gendarmes under command of an officer.
>
> The gendarmes stood with their arms under their capes out of harm's way.
>
> The crowd stood and looked at the gendarmes. Youths occasionally ran closer, yelling decisively and making faces. The most frequent cry was the French for "Slacker," or "What did you do in the war?" It was frequently charged during the war that men entered the Paris police to escape military duty.
>
> Suddenly the officer moved. He started straight forward with his men bunched behind him in something like an old-time football flying-wedge. The crowd broke before it. That at the edges ran, tript, fell, ran over one another; and one youth running with his head turned over his shoulder crashed through the plate-glass window of a corner café.
>
> The police gained the next "L" pillar and stopt. The crowd gathered around again and jeered some more. In five minutes the police charged again and gained the next "L" pillar.
>
> A little later it became apparent that there were four groups of policemen all doing the same thing, playing a sort of "pussy wants a corner" game all over the square.
>
> What the purpose of this process was it was difficult to imagine. One sympathizes with the police as the guardians of law and order—but these poor fellows were making a spectacle of themselves and making their official function ridiculous. One felt that if they would only go back to their police-stations the crowd would break up of itself; but that they were now staying around to see what the police would do.
>
> The police had been detailed to the square to prevent anything like a parade or a street-meeting. Maybe their superior officer knew what he was doing, but to a foreign observer it looked more as if he were making his police into a performing circus rather than preserving order with them.
>
> The show continued for three hours. One or two men were arrested. Gradually the hoodlums grew tired of jeering the gendarmes, and went home, and after a smaller relief came, the gendarmes themselves went home.
>
> The demonstration was over and everybody, including the police, seemed to have enjoyed it. The rubber collars to-day are waiting for next Sunday for another jubilee.

HOW THE GERMAN TREATY, WITH SOME ASSISTANCE, "LEAKED"

THE SENSATIONAL APPEARANCE of a copy of the German Peace Treaty in a newspaper office, while Congress was unsuccessfully demanding a copy from the State Department, "has been widely conceded," remarks the Chicago *Tribune*, to represent "the most brilliant newspaper scoop since De Blowitz secured a copy of the Treaty of Berlin in 1870, for publication in the London *Times*." The need for further secrecy having passed, according to *The Tribune*, it presents, for the first time, the inside story of how one of its correspondents obtained a copy of the Treaty in Paris. Spearman Lewis, of *The Tribune* Foreign News Service, it appears, was the man who engineered the deal. To quote his account of his achievement:

> Three ways presented themselves by which it might be possible to get an official copy of the Versailles Peace Treaty:
>
> To steal it;
>
> To buy it;
>
> To have some one give it to me.
>
> The first eliminated itself automatically. I knew the Chicago *Tribune* would not countenance second-story work; theft would discount the freeman's motive that inspired me—the belief that the man in the street throughout the world should know what was going on behind the closed doors of the Quai d'Orsay.
>
> Purchase of an official copy of the Treaty also put itself in the undesirable class. Assuming that it might have been possible (and at no time did I so discover one for sale in France), purchase seemed to me to involve a transaction that would besmirch both the paper that published it and the man who might get it. To have bought the Treaty would put it, the deal, in my mind in the same class with the traction magnate who bribes a city council to obtain a franchise which the company really merits, but which act is never accepted as justification.
>
> So I set out to get the Treaty fairly, squarely, because I believed in my own heart that the people of the United States, and the world, for that matter, were entitled to know just how much of their future commitments were being bartered at the Quai d'Orsay, where has been played the greatest diplomatic game of intrigue, chicanery, double-crossing, Simple-Simon stupidity, and grab that the world has ever known.
>
> And when the Treaty came to me it came as clean of dirt as my mother's heart.
>
> Of the Crillon crew I knew but few. I was nearer to President Wilson in the Versailles peace-signing mob than I had ever been—except at the movies—and he never has consulted me on affairs of state—yet. Colonel House I had lunched with once, with thirty other reporters. Secretary Lansing might have passed me on the street unnoticed. In fact, I wasn't even known to the doorman at the Crillon, who persistently declined to permit me to enter to buy cigarets—a much more serious delinquency in acquaintanceship than the fact that the American delegates to the Peace Conference were among those great men who have not met me.
>
> Of the prima donnas of the press assigned to the Conference I knew but few, and none intimately. Even Henry Wales, the Chicago *Tribune's* accredited Peace Conference reporter, was galloping so far out in front of the pack with his daily scoops that I could not have tagged his coat-tails for treaty leads without diverting his attention from his daily dispatches that were burning the cables.
>
> But I did have a powerful lever. In the temporary absence of Floyd Gibbons, the director of the Chicago *Tribune* Foreign News service, who had been called as a witness in the Ford trial, I was sitting in as acting director. This put me in charge



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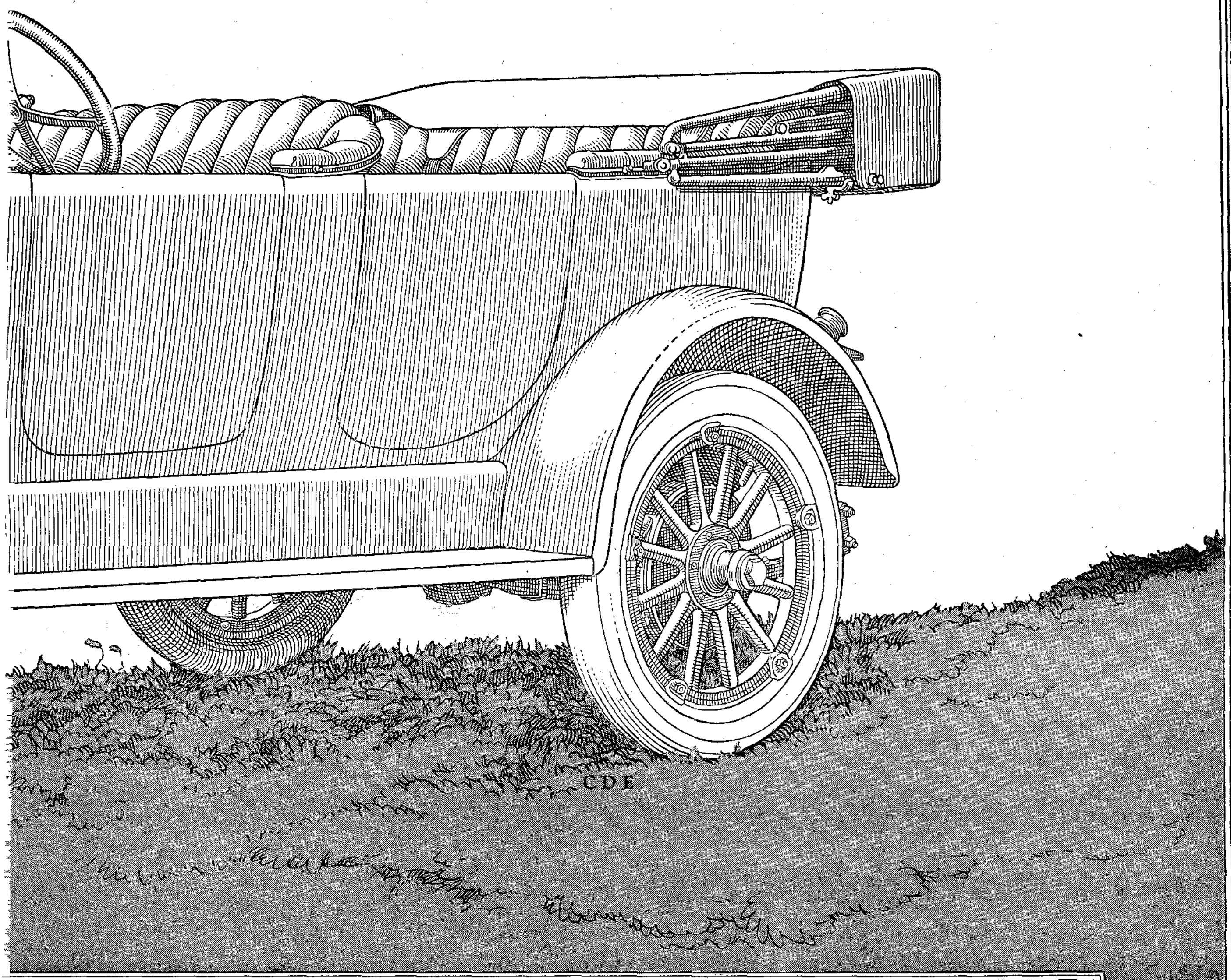

Money in this Post-War Maxwell

They taught how to get the most mileage out a gallon of gasoline, a pint of oil and a set of tires.

They taught how to build a car that the less skilled ıver would find simple to operate and take care of.

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This Post-War Maxwell is next year's car. It contains features developed during the war, many of which will find their way into other cars in the summer of 1920. Price, $985, f. o. b. Detroit.

More miles per gallon
More miles on tires

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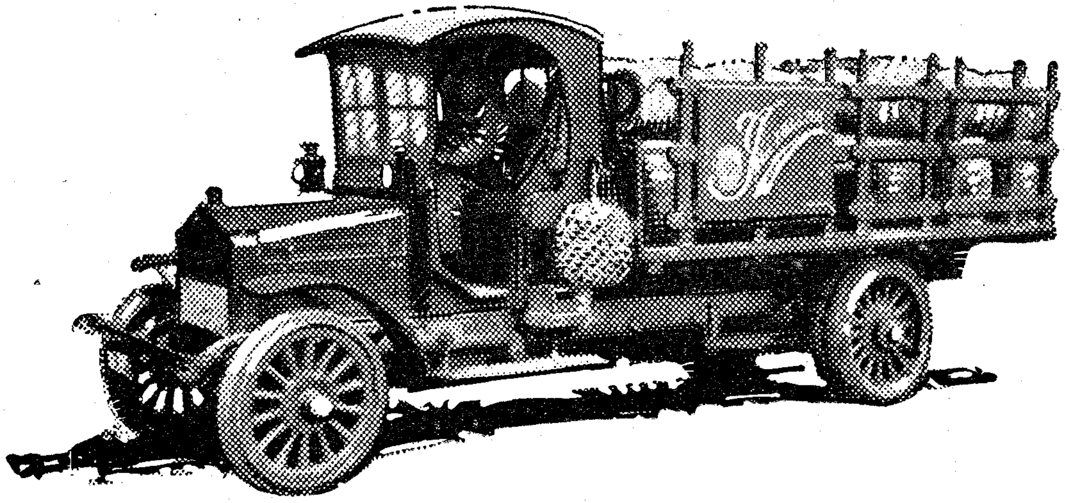
WELL MOTOR COMPANY, Inc., EXPORT DIVISION, 1808 BROADWAY, N. Y. CITY

> temporarily of the Paris edition of the Chicago *Tribune*, the most powerful American publicity influence in Europe.
>
> I determined to use the Chicago *Tribune* at home and the Paris edition in Paris on a straight-selling proposition—that it was a good thing for the world, if some one would let go their copy of the Peace Treaty that it might be published in the W. G. N. and its syndicate of papers—thus not only reaching Congress, but the American people.
>
> Unknowingly, the Chicago *Tribune* at Chicago was playing directly into the hands of its Paris bureau with a series of vigorous editorials urging publication of the Peace Treaty and other editorials on international justice. Secret communication was absolutely impossible with Chicago, and I not only could not tell them how to help, but they, in turn, could not know the Treaty was on its way to them until it was delivered at 7 South Dearborn Street, Chicago, U. S. A. Happy day!
>
> I clipt these editorials, ran them in the Paris edition, and mailed marked copies to various Allied peace delegates whom I believed to have a Peace Treaty copy in their possession that they might be willing to part with. The American delegation I had given up as hopeless.
>
> In an incredibly short time came a "nibble."
>
> Dining alone at the Dufayal, 80 Champs Elysées, the palatial Press Club put at the disposal of the Allied newspaper men, I chanced upon a peace delegate of an Allied power. He had been getting some of my marked copies. He began talking justice for his country and I began talking enlightenment of the American people. He talked world publicity, and I talked the Chicago *Tribune*. We parted.
>
> That was Saturday night. Sunday, in theory my day off, I accidentally dropt into the *Tribune* bureau at noon to "look the situation over." On the stairs I met my friend of the night before. He had walked in, turned around, and was going out—uncertain in his own mind for the moment.
>
> Both of us being quite familiar with secret-service operations (we had two persons in our employ whom we believed in liaison with Allied Powers other than the United States), I suggested we have a little chat out in the Place de la Concorde.

So reporter and diplomat entered the diplomat's limousine, drove through the Rue Royale to Cleopatra's Needle, and there, in the very shadow of the Hôtel de Crillon, "with its trusty bloodhounds guarding the sacred cows and cigarets," the reporter began his plea for a copy of the even more sacred Treaty. To quote:

> We sat in the car (having taken the precaution to shoo away the chauffeur) and debated the subject within a hundred yards of the very center of American peace and D. C. I. activities!
>
> When I had finished with the rhetoric of democracy and pitiless publicity, I got down to brass tacks, the right of free men to know, circulation, affiliated newspapers, and the prestige, good faith, and integrity of the paper I represented.
>
> Again we parted—and I had not touched my fingers to the precious document which I now knew he had and a sight of which he had promised me on Monday morning! Did I sleep that night? No, and not much for the next fifteen!
>
> Monday morning he arrived at the *Tribune* office with a package! I was to be permitted to copy the Treaty! My moment's joy turned to utter dismay when he unwrapt the "*Covenant de la Paix*" (the Peace Treaty).
>
> It was a tome two inches thick, and perhaps eighteen by ten in dimensions! Not all the English writing stenographers in Paris could ever have copied that 80,000-word dream-book in time to do America any good, and I had only two stenographers. And besides, mere typewritten copies without the wondrous official maps that lay between the covers would have been but the skin of the grape.
>
> My dismay must have been printed in box-car type upon my face. The already timid man became a bit flustered, wrapt up the Treaty, and said he could not leave it with me without a further conference with his colleagues. If the scientists who seek the zero in temperatures could have taken mine as that man walked out of the door and down the circular stairway of the *Tribune* Paris bureau, carrying away a copy of the Peace Treaty, their search for the zero of zeroes would have been achieved.
>
> There was another long conference that night—long into the early hours. There was no one present who wanted to hurt Woodrow Wilson maliciously. But there were a great many hundreds of millions of people throughout the world who were entitled to know every dot, dash, and cross in that Treaty, and I for one proposed to pry its covers open. As I look back it is with considerable satisfaction I observe that none of the terrible bugaboos with which the world was threatened, if the Peace Treaty was published prematurely, ever came to pass.
>
> And I may add this with equal conviction and without the slightest reflection on the gentlemen named, that if following the publication of this story, President Wilson, Lloyd George, or Clemenceau should convey to me this message:
>
> "You think you were very clever—but I sent you that Treaty and you could not have escaped getting it"—I should not express the slightest surprize. The ways of the Peace Conference have indeed been mysterious.
>
> Tuesday afternoon late in May, fifty hours from the moment the actual parleys had begun, the Treaty was *The Tribune's*—was mine. There it was, right in my hands!
>
> He had brought it to me! I could send it to the States!
>
> It was still wrapt in the butcher-paper in which I had first seen it unfolded. My fingers were thumbs. My eyes refused to focus on the print. It was just a blur of type. Where would I put it? Who could run the censor guard and take it to Chicago? I am no ice-water plant. The zero of Sunday was the fever of Tuesday.
>
> The peace delegate was talking. Very low, very earnestly, very slowly. His pallid face took hazy form before me, but my ears functioned. If some one had slammed a door I am sure we both would have fainted. My heart was beating one moment like a riveter's hammer and the next fluttering like a motor hitting only three of its six.
>
> "I want you to know that the life of my nation is at stake," began the delegate. "I want you to know that my own life is at stake in giving this Treaty to America. Men in my country are killed on less pretext than the passing from my hands of a document such as this, and the killer becomes a hero. I put my nation and my life in your newspaper's and your country's hands. . . . I ask your pledge that the source be confidential. Your word of honor as a gentleman will be enough."
>
> Did I give it? Will I break it?
>
> He left me in one of old John J. Stupor's best dazes. I went into the directors' room, shut the door, sent the stenographer to a tea at the British Embassy and the French secret service employees to the races. I was alone with the Treaty. It was mine, *mine*, MINE—and now what in hell would I do with it?
>
> I tried to read it, but the type ran into blur. The maps danced and my hands shook so I could hardly hold it. I did catch sight of.
>
> "SHANTUNG"
>
> on page 73, and that combination burned itself into my memory as did nothing else in the book. I think the cover was tan. It might have been green or red. It was lurid with fire and hot to the touch. The door opened. I jumped.
>
> Enter Frazier Hunt.
>
> Mr. Hunt had been in Paris for a brief recuperation from his Archangel-Petrograd-Moscow-*soviet* expedition for the Chicago *Tribune*. He was on his way to the United States to rest up. He had his passports and was to leave that very night for Brest to sail for God's country the next day.
>
> Putting Hunt in the *Tribune* open touring-car, we motored to the usual rendezvous, the Place de la Concorde, in front of the Crillon, chased the chauffeur with a box of cigarets, and fell to a discussion of the best way to get the Peace Treaty to the States.
>
> I knew Hunt to be a great admirer of President Wilson. I canvassed him cautiously before indicating I had the Peace Treaty, which was wrapt in my overcoat, thrown carelessly across our laps. Not a soul in the world knew I had it, except the man who gave it me. When satisfied that he would accept the mission I unwrapt my coat and silently handed Hunt the package of butcher-paper. If it had been a hand-grenade he could not have been more startled when he had opened the package.
>
> I wish you could have seen us juggle the precious package when we returned to the *Tribune* office and, wrapping the Treaty in Hunt's crimson bathrobe, put it in his suitcase—some suitcase! It had been along the *soviet* fronts and, I believe, even the Bolsheviki had scorned it with a thousand kicks. It was the toughest piece of traveling equipment I ever saw, and certainly not one to excite the suspicion of the intelligence officers at the dock.
>
> Hunt was on his way to America that evening, less than six hours after the Peace Treaty had been intrusted to his care. . . . . . .
>
> Fourteen days! Fourteen nights! Then one morning the squatty little Frenchwoman who delivers telegrams put another one on my desk. It was one of scores that arrived daily. I opened it mechanically.
>
> "*Tribune* has Treaty. Hunt all right. Lewis got bonus. Congratulations.
>
> "CHICAGO *Tribune*."
>
> I started for Maxim's—changed my mind—called a taxi, and went home to bed—and to sleep.



48 of the First Fifty

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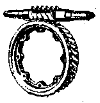

Delivers more work in a given time.

Loses less time on the job and off the job.

Costs less to operate and less to maintain.

Lasts longer, depreciates less and commands a higher resale price at all times.

THE PIERCE-ARROW MOTOR CAR COMPANY, BUFFALO, N. Y.

ANOTHER CLOSE VIEW OF RUSSIAN BOLSHEVISM

THE greed and savagery of the Russian proletariat, who supply some of the most active workers in the Bolshevik reign of terror, especially impress Miss Janet Jeffery, an English governess, who contributes a bit of recent comment on the Russian situation. Miss Jeffery has just returned to her home in England after an absence of five years in Russia. "She had, for a foreigner, an almost unexampled opportunity of seeing Russia," we are told by a writer in the London *Evening Standard*, where an account of her experiences appears. "Her travels during 1917 took her over some four thousand miles on the Russian railways, from Petrograd to the Black Sea, until she reached her final uneasy resting-place at Kislovodsk, in the Caucasus." Among her adventures, we read:

> She saw the bloody triumph of Bolshevism at Moscow in the autumn of 1917, and later was in Rostov while the Red Guards and Kaledin's Cossacks fought for its possession. The Bolsheviki took Kislovodsk in the autumn of 1918, and thereafter for six months Miss Jeffery was able to estimate the blessings of Bolshevik government. Her remarks on the subject to the writer were always shrewd, often witty, and frequently very much to the point. And, whatever their precise value, they were, at any rate, those of an eye-witness.
>
> The general character of Bolshevik government has been, and is, the subject of much discussion. That side of it which has attracted most attention in this country is its sanguinary oppression of all but the privileged Terrorists. On this point Miss Jeffery's evidence is valuable, and it is possible to deduce from it that there is some exaggeration in the stories of wholesale massacre which have reached this country.
>
> Miss Jeffery witnessed a terrible amount of bloodshed—so much that she at last fled from the spectacle of it—and some of it was simple massacre, but it was the massacre in or immediately after battle, of beaten opponents. At Kislovodsk she witnessed cases of persons being threatened with death unless a sufficient ransom were paid, but not actual murder—tho there is no reason to doubt that murder would have followed had the money not been produced.
>
> On the other hand, she had plenty of first-hand evidence, usually from eyewitnesses or relatives of the victims, as to the massacre of prisoners and hostages; and she significantly observes that none of those who were arrested and carried off to the Bolshevik tribunal at Piatigorsk ever returned. She also saw persons, both men and women, who had been tortured. The weight of her testimony supports the contention that Bolshevik rule is both sanguinary and cruel.
>
> Of greater value is her testimony to the pillage, extortion, and stupid destruction of property which attended a Bolshevik victory and accompanied their domination. When the Reds captured Kislovodsk a gang of them demanded five thousand rubles from Miss Jeffery's employer, Princess Mestchersky, on pain of instant death, while they laid hands on everything which they coveted, whether valuable or the reverse. Another lady, Countess Karlov, now in London, was treated in the same fashion, and beaten with rifle-butts to force compliance with the demands of the robbers.
>
> During the six months of Bolshevik rule in Kislovodsk pillage and extortion were universal. Every house was raided over and over again by plunderers, until everything of value or utility which was not carefully concealed, down to necessary articles of clothing, had been taken. The shopkeepers fared no better. A Red Guard would swagger into a shop, take whatever he chose, and depart with the remark, "The *Soviet* needs it!" Peasants who after the Bolshevik victory brought their produce to market as formerly were pillaged of goods and vehicles. Redress was impossible. In some cases the Reds simply destroyed, apparently out of sheer desire of mischief. Every article in Prince Urusov's house was smashed to fragments.
>
> Food was rationed in such scanty measures that the unhappy inhabitants and refugees (Bolshevik sympathizers excepted) were always half starved. A quarter of a pound of unspeakable black bread was the daily ration for non-Bolsheviki. The little Mestchersky establishment was better off than many, for it possest a couple of pigs in a concealed pen, and a few fowls, but even so, a photograph of the four children, taken at the time, shows clearly enough the effects of months of underfeeding. Other articles of food were only procurable at an enormous price. The unhappy refugees, Miss Jeffery among them, disguised as servants or beggars, sold their few remaining personal belongings to obtain money wherewith to buy food, until at last they had for the most part only the much-mended garments in which they stood. Meanwhile the Reds, with their paramours and sympathizers, swaggered about bedizened in rich attire and smothered in stolen jewelry. Every day wagon-loads of the best white bread were brought for their use, and while the starving *Intelligentsia* or *Bourzhui* were endeavoring, in the winter nights, to buy a scrap of meat or a few vegetables for their weight in gold, the Bolsheviki caroused in the hotels and cafés and gambled for bank-notes weighed by parcels in scales!
>
> And yet, withal, their stupidity and lack of settled purpose were, according to Miss Jeffery, even more remarkable than their greed and savagery. Often, she says, they would invade a house intent on pillage and depart quite docilely after a little flattery or a pretense at welcome. One lady, whom Miss Jeffery names, kept her possessions relatively intact by such means. For a sufficient bribe, often a very trifling one, they were capable of being diverted from whatever aim they had in view. This, of course, applies to the rank and file. The educated *commissars* and fanatics were far more dangerous and ruthless. Miss Jeffery never hesitates to express her conviction that the active Bolsheviki are a very small body; the rank and file are simply Bolsheviki because thereby they secure unlimited license and abundant plunder. So long as they can obtain food, drink, and wealth they will continue to be so.
>
> Miss Jeffery has much to say upon the utter unfitness of nearly all the Russians whom she met for self-government. Even their educated classes, she thinks, are indolent and unpractical, and she used some vigorous language regarding the apathy and lack of determination which allowed so dangerous a movement as Bolshevism to gather head. For dangerous she considers it to be—as much to the industrious, professional, and skilled-mechanic classes as to the aristocracy.
>
> Yet, upon the whole, that part of the story which most attracted me was not the quick, nervous descriptions of thrilling incidents, not the strictures upon Russian politics, Russian society, and Russian characteristics, not the little word-pictures of Princess Mestchersky, her boys, her tiny daughter Marina, of gallant boyish Shkuro, and the other figures who appear in it, but Miss Jeffery herself. She passes over her own expereinces very lightly, often with a laugh or a jest; but had she been a soldier she would have won many decorations. In the fire-swept streets of Moscow she risked her life to obtain food for the family with whom she lived. "I was English," she said quietly, "and ran less risk than a Russian—and, anyway, I'm so slim that I can shelter behind a lamp-post!" At Rostov her prompt readiness saved her party, certainly from arrest, probably from death. At Kislovodsk, in the last days of her ordeal, she was arrested, and led out, as she believed, to be shot. "What did you do?" I asked. "I was hideously frightened, but I tried to hold up my head and keep steady." Everywhere in Russia, she says, the name of England is uttered as that of something only less than God, and assuredly Miss Jeffery never did anything to detract from her nation's renown among the Russians.

MORE LIGHT ON THE WHYS AND WHEREFORES OF HIGH PRICES

IN one respect high prices are much like the weather conditions according to Mark Twain—everybody talks about them, but nobody seems to do anything about them; in fact, high prices furnish what is at once the most popular and most unpopular subject for general discussion. Between July, 1914, and July, 1919, according to an estimate of the New York State Industrial Commission, the cost of living for American wage-earners had increased 70.8 per cent., and as every one knows, if their wages increased by the same or by a greater percentage, why, that simply meant an additional advance in the price, for the rest of us, on the goods that those wage-earners produced, plus a little extra for losses through strikes.

Discoursing on this sad, but vital subject in *The Green Book Magazine*, Rudolf A. Clemen tells us that—

> A short time ago a woman's society investigated the prices of twenty-nine commonly-used "yard goods." There were 146 dealers in forty-three cities all over the United States who were asked to give information. They gladly did so. What was the result? Well, cotton and woolen goods, overalls, knit and muslin underwear, were higher, and in general the prices of such goods had increased more than had the prices of made-up garments since 1914.
>
> A woman prominent in her city, and a good business executive, spent some time this summer going over her personal accounts. She found out some interesting facts. Since the beginning of the war the cost of women's shoes increased 131 per cent., gloves 125, knit underwear 120, coats 116, hosiery 104. Coal had gone up 55 per cent. in the same time. She was surprized to see that since July, 1918, there

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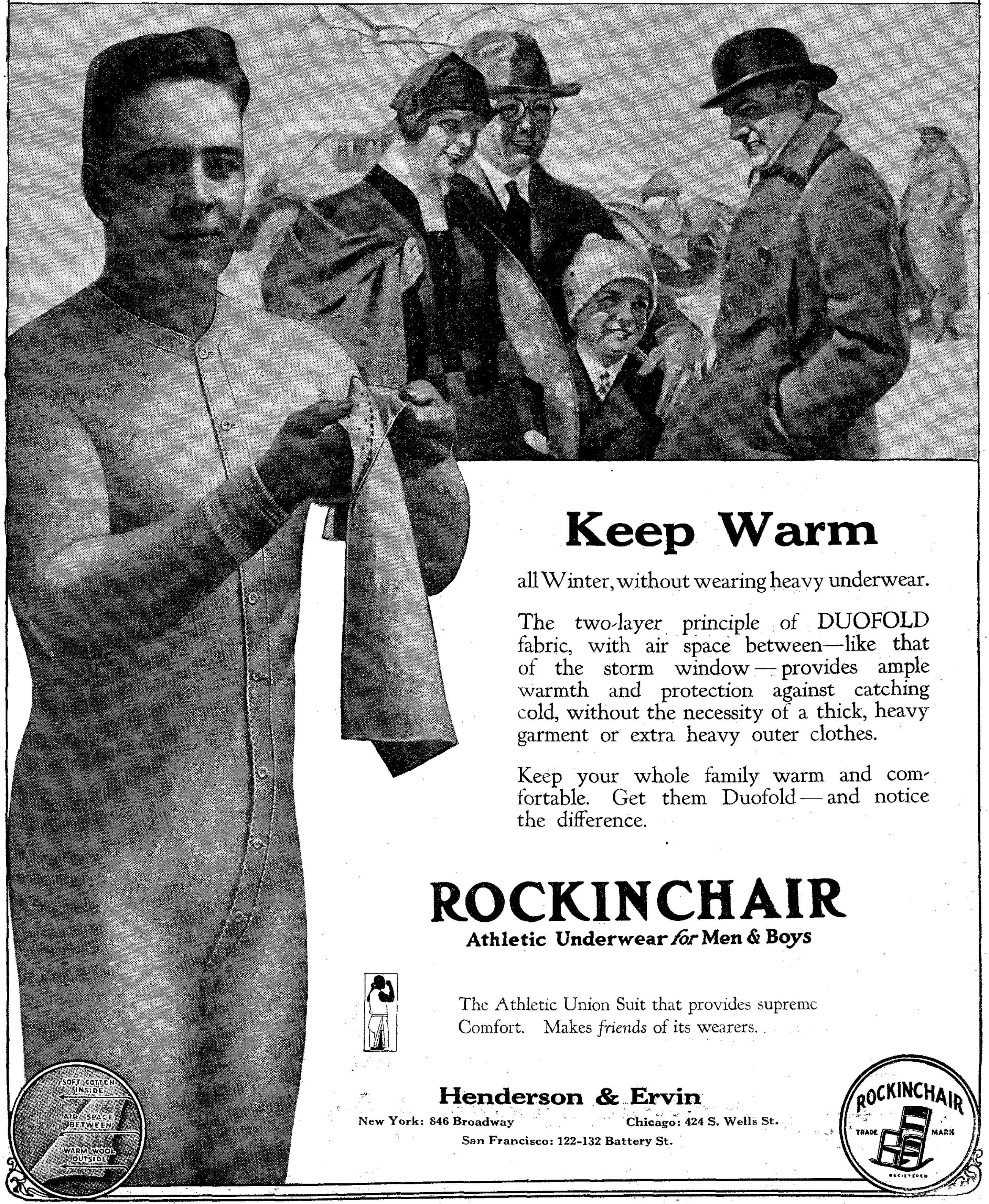

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ROCKINCHAIR TRADE MARK REGISTERED

were these increases: Onions, 133 per cent., prunes 53, coffee 41, potatoes 31, cheese 28, eggs 26, butter 24, lard 23, sugar 16, milk 15, flour 12.

In August a department-store saleswoman was asked for information on this subject.

"Suppose we take a sensible young business woman and buy her a modest fall outfit—nothing extravagant," suggested the interviewer, "for how much could she do it? She is earning, we'll say, twenty-five dollars a week."

"She'll have a hard time unless she lives at home," was the reply. "Take waists, for instance. We used to do a big business in five-dollar georgette waists. All the girls bought them, and they looked well. You can't get one now that will wear for more than three washings for less then ten dollars. It's the same with the other goods."

"Fur coats? Why, the girls will buy them, and they're 'way up now. They have to buy them on time, and of course, they pay more that way."

A pencil and paper were brought out at last, and the following modest outfit was figured. It did not include underwear or any change of outer garments.

Suits, $50—formerly cost $25.
Shoes, $12.50—formerly $6.
Hose, $2 a pair—formerly $1.25.
Hat, $10—formerly $5.
Waist, $10—formerly $5.
Veil, 75 cents.
Gloves, $2.50—formerly $1.25.
Coat, $85—formerly $45.

On the whole, the increase in prices in the given length of time was the same, between 75 and 100 per cent.

"They'll get the money, tho, some way or other," said the saleswoman. "Everybody's spending, no matter what it costs."

Here comes an opportunity for reminiscences and parallels, both in the past and the present, and the author recalls the plaint of the citizen in the period of our Civil War, that, "Before the war I took my money in my pocket and brought back my purchases in a basket. Now I take my money in a basket and bring back my purchases in my pocket." And he likewise repeats the story of the Confederate officer who, when told by the merchant to whom he offered a five-hundred-dollar Confederate note in payment for a pair of boots, "Sorry, but I can't change this big note," replied, "Never mind, I'd never let three hundred dollars stand in the way of a trade, keep the change!" But these exaggeratedly high prices were largely due to a depreciation of the purchasing power of money because of the impairment of the credit of the Government, which is the main element contributing to the high prices of commodities in Russia, to-day. In our own country, the credit of the Government is, at all events, unimpaired.

Sometimes prices have risen because a sudden increase in the supply of gold lowered the value of money. This was the case in Europe, when, shortly after the conquest of Mexico and Peru, vast quantities of gold and silver poured into Spain. Again prices soared after the flood of gold came from California in 1849. In the last quarter of the nineteenth century prices sagged again down to 1896; but the discovery of new supplies of gold in South Africa and Alaska then forced down the relative value of the dollar and prices have been rising continuously ever since. However, the chief cause for the present epidemic of high prices is shortage of supply. As we read:

> The shortage of supply is clear, when you think of the needs of Europe after the destruction of war. A friend of mine was buying cottons the other day. She was informed that in the first six months of 1919 almost half a million bales less of raw cotton were turned into goods than in the whole year 1916. What does that mean? Well, to use for once the startling figures of the newspapers—one million bales of cotton are equal in weight to 2,000,000,000 women's shirt-waists, to 1,000,000,000 women's petticoats, to 1,500,000,000 men's shirts, to 250,000,000 sheets of the largest size, to 1,250,000,000 pillowcases, and so on *ad infinitum.* That instance shows a very great shortage. It is so in most necessaries.
>
> This enormous decline in the quantity of cotton and other goods is due to several causes. But the shortage of supply, or underproduction, is largely the result of one cause—namely, advances in wages, which in turn are due to an increased cost of living and demand for labor—the "vicious circle," as President Wilson calls it.

Next in the line of guilty responsibility is what the late James J. Hill called, "the cost of high living," which we used to speak of as extravagance. Says our author again:

> Department-store windows are blossoming forth these days with alluring displays of autumn habiliment for women. Suits made of cloth so fine that it looks like doeskin, marvelous hats in the new nasturtium shades, gorgeous fur coats fit for princesses, lingerie as soft and fine as the soap-bubbles churned up in a demonstrator's latest type of washing-machine, dainty slippers with the costliest of buckles, teasing negligées, magnificent evening gowns worn by haughty models, everything to charm women's tastes.
>
> Because materials are scarce and wages high, all these cost more. Yet they are bought eagerly, and high prices can be charged.
>
> Who spends the money?
>
> "Not the women of great wealth exclusively," says the saleswoman. "It's the stenographers and young business women who are getting bigger salaries than they used to. They must look smart and well dressed to get and hold their jobs, and they are the purchasers of the expensive raiment. Their increased pay makes it possible for them to buy clothes of fancy price."
>
> "I don't blame the girls for buying the expensive clothes," said the cloak-department head in one of the big stores, "but it's hard on those who can't afford it. It isn't that they are extravagant. It's because a job often depends on a smart appearance, and those simple little things that men rave over are just the ones that cost money. You can't get a man to believe that, tho.
>
> "I've read a lot about what Antoinette Donnelly says, and of course, some of the girls overdo it when they get started to spending. There was a girl in here just now, a stenographer making since her raise twenty-five dollars a week. She had on a pair of ordinary-looking oxfords that she'd paid $22.50 for. She paid for the name."
>
> The same tale was told at another department-store where a saleswoman had

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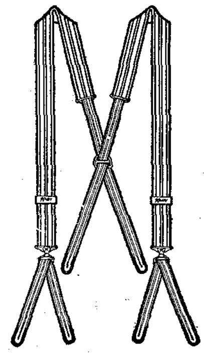

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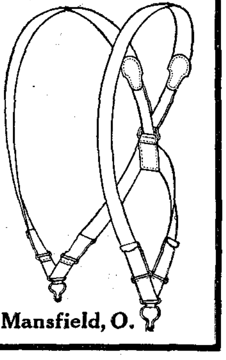

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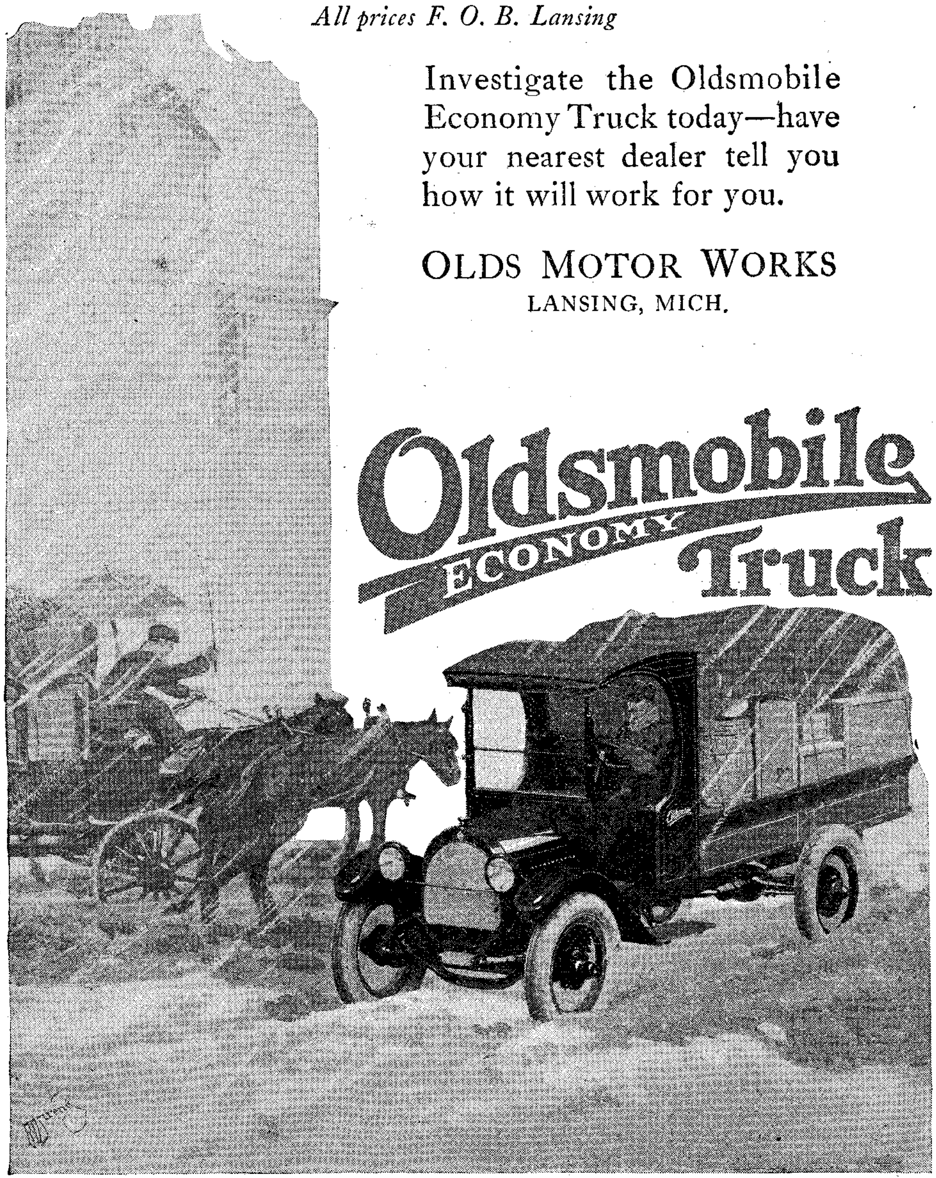

> just completed the sale of "a simple" little blouse for fifty dollars.
>
> "It's the rich that squeeze the pennies," said the head of the department. "You'd be surprized to know what Chicago stenographers spend for their clothes. Of course, tho, some of them live at home and put all they make on their backs."

Profiteering, or the artificial and arbitrary increase of prices, has of course had some effect, but probably a comparatively limited one. Possibly the enormous recent issues of paper money will be found chiefly culpable in contributing to the cause of our complaint. Says the article further.

> One wonders if we fully realize the quantity of paper money which the responsible governments of the world have put afloat since the beginning of the war. Thirty-six billion dollars! The paper money in existence in the fifteen principal countries of the world at the beginning of the war was less than eight billion dollars; and at the end of the war it was over forty-four billions—an increase of thirty-six billions in fifty-one months. And this does not include any of the eighty billion dollars' worth of paper currency issued by the Bolsheviki in the eighteen months of their control in Russia, for they simply set up printing-presses and turned out paper money as fast as they could. Thirty-six billion dollars of new paper money added to the circulation of the world! We had been inclined to charge up the advances in prices occurring prior to the war to the fact that eight billion dollars' worth of gold was turned out of the mines of the world in the twenty years following the famous gold and silver campaign of 1896. But here is thirty-six billion dollars' worth of paper promises to pay turned out as legal money in four years!
>
> Do we realize how vast a sum is this thirty-six billion dollars' worth of paper currency, which has thus been put into circulation in such a brief time? It is more in its face value than all the gold and all the silver turned out by all the miners of all the world in the 427 years since the discovery of America!
>
> If the world's historians and economists and statisticians are right in their general belief that an advance in price usually accompanies or closely follows increases in the amount of money, and especially paper money, are we surprized at the world-wide advance in prices which we have witnessed in the past four years?

At all events, the dollar of to-day is worth, in buying power, about forty cents as compared with other days, scarcity has increased the value of commodities, wages have been necessarily raised, with the result that prices have received an additional boost. "Is this level permanent?" asks Mr. Clemen, and answers himself as follows:

> I am not ready to believe that it is. Mr. George E. Roberts puts it even more strongly. He says: "I do not want to believe that it is, for I think it will work a vast amount of injustice. If the present level of prices is permanent, it means that money and all obligations to pay fixt sums of money are depreciated approximately one-half. It means that billions of painfully accumulated savings in the form of bank-deposits, or that are invested in bonds and mortgages, and the billions in life-insurance policies, are to the extent of possibly one-half wiped out as with a sponge. The owners of those investments will find

that the interest as it is received and the principal when finally paid will have only about one-half the purchasing power of their original savings."

As an instance, consider a working-girl who put a hundred dollars in the savings-bank in 1896. To-day, if she has allowed it to accumulate at 3 per cent. interest, she has two hundred dollars. But when she tries to spend her two hundred dollars, she finds that things cost about double what they did in 1896. Thus she gets for her entire two hundred dollars to-day only as much as she could have bought for her original one hundred dollars at the beginning. After a score of years of self-denial, where is her reward, her interest? She has been (without the intention of anybody) cheated out of all her interest through the depreciation of the dollars in terms of which her savings-bank account has been kept! Her interest accrued only fast enough to offset the depreciation in her principal. Like Alice through the looking-glass, she has had to run as fast as she could in order to stand still!

While plenty of money, high prices, and an orgy of spending "make business good," lead to the employment of labor at increased wages, and thus give an appearance of prosperity, it is questionable if the prosperity that we seem to see is real and lasting. If all wages and prices went up *simultaneously* and *proportionately*, we should all be at least as well off as before. Unfortunately there are thousands of wage-earners and salaried people who are not in a position to demand an adequate increase in their pay. These are the losers in the game.

One stimulus to high prices and high wages has been our extraordinary foreign trade, says Mr. Clemen on this head:

Not many people realize that last year our sales to other countries exceeded our purchases from other countries by $3,700,000,000. Can we continue to sell our products abroad at that rate? How can the importing countries pay for them?

They can't keep on. Prices here are too high for them. They will have to produce and rely on themselves. Agriculture in Europe is going to revive. Already large districts in the war-area are growing crops. That will stop our exports a bit and increase the amount of goods here, and then we will begin to have lower prices.

But how will this work out? In this way: A large part of the exports of this country at present consist of agricultural products which are bringing very high prices; and this results in a state of great prosperity throughout the agricultural sections of the United States. In fact, these high prices for farm products and this abounding prosperity among the farmers constitute the main support for the price-wage situation to-day. In the first place, the high prices of food and clothing furnish a legitimate argument for high wages; in the second place, the prosperity of the farmers enables them to buy freely of the products of all the other industries. The farmers form the largest single class in this country. One-third of the population of this country lives on farms or in towns directly dependent upon the farms, and its prosperity or its depression reacts directly upon all the other industries.

Well, what is going to happen to the farmer when agriculture in Europe comes back to normal conditions? In normal

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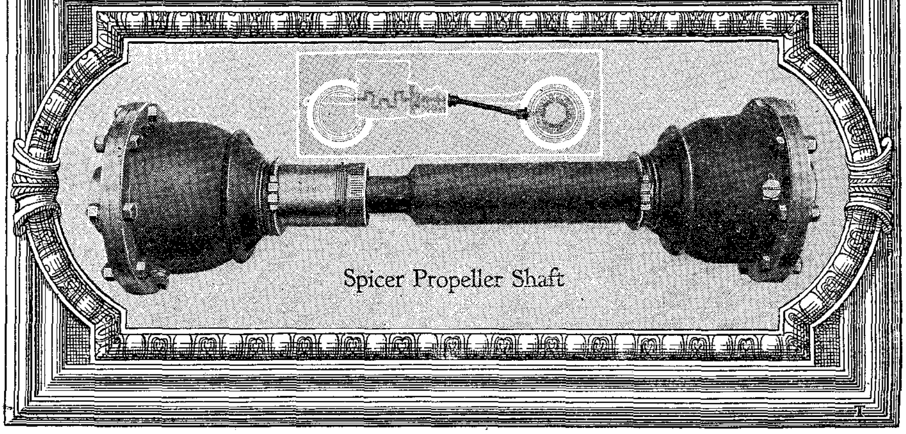

> times eastern Europe exports foodstuffs to western Europe, but at present the United States is exporting grain and meat and butter not only to western Europe to make good a shortage there, but to eastern Europe as well. How long will it be before eastern Europe gets back to normal production? I do not know—not before next year at best, and probably not for a longer period. But whenever order is restored, it will come fast.

Nobody can correct matters by legislation or fiat. But there are ways in which every one can play his part toward bringing prices down to a normal level. Mr. Clemen offers as watchwords in the campaign, "Production, conservation, cooperation," and says, in conclusion:

> High prices are S. O. S. calls to producers all the world over to increase production. Price-fixing won't remedy high prices, but production will. Price-fixing is difficult to enforce, impossible except in highly organized markets, and useless in attacking inflation. Anyway, prices are but symptoms; to attempt to attack the prices themselves is like attempting to cure influenza by stopping the sneeze. Neither the price nor the sneeze is the disease. Yet, tho price-fixing is no cure to stop the disease, it may well be a polite and wise measure.
>
> But, above all, it is increased production that will decrease prices. The board of directors of the National Association of Manufacturers has passed a resolution urging public support of an effort greatly to increase the industrial production of the country, pointing out the growing tendency to restrict production on the foolish theory that the less work a man does, the more work he provides for others to do. The legislature, press, church, educational institutions, and workers are urged to cooperate to bring on production.
>
> The next way to help lower prices is for us to conserve. As a nation we are extravagant, and we must try to keep from this besetting habit for a while. The late Henry J. Heinz once said: "Extravagance is the bane of America. Why are we extravagant? For the fun of it? No; for the neighbor's sake. They are all alike. I know a man who awoke very late one winter night and found his wife just returning to the bedroom.
>
> "'What's that loud noise I heard?' he asked. 'And what have you been doing in the cold?'
>
> "'It's all right, dear,' she answered. 'Go to sleep again. You see, the people are coming home from the opera, and I just slipt down and slammed the front door hard so that the neighbors would think we'd been there.'"
>
> To take but one example: Only a few years ago silk was considered a luxury. Men and women in the ordinary walks of life didn't affect it. But to-day there are women and girls in all walks of life with silk hosiery, silk petticoats, silk underwear and outerwear. Even in the case of men, sales of silk have multiplied many, many times in a few years. In the smallest shops one of the biggest items of sales has been silk shirts for men.
>
> It is not an easy thing to stop being extravagant. One of the most difficult things for a people to do is to revise their standard of living downward.
>
> The last and most important way in which we can help the campaign for lower prices is by cooperation. What we want is more of everything for everybody, and this is to be had only by harmonious, efficient cooperation.

MOROCCO, THE LAND THAT MAY FEED ALL EUROPE

TO-DAY, when the world is suffering from under-production, eyes are eagerly turned to lands of great natural wealth whose resources may be most readily utilized to serve the pressing needs of mankind. One of these lands is Morocco, in North Africa, separated from Europe only by the narrow Straits of Gibraltar, and while nominally governed by a native Sultan, practically controlled by France and Spain. It was from Morocco that, a thousand years ago, the dark-skinned Moors poured into Spain, where they rose to power, raised wonderful buildings of a new architecture, and excelled in the arts and sciences, only, after centuries, to be driven back to the country of their origin, where they show little trace of the genius that stamped their race while domiciled in Europe. It is to the French people, the most kindly of European in their dealings with other races, that many look for the speedy development of the richest virgin land within easy reach of a continent half exhausted by war. France herself has hopes that in Morocco she may restore her losses; for Morocco is said to have power to produce three harvests every year, to grow enough food to feed all Europe, and to yield every mineral needed in the foundries. Says a writer in *My Magazine* (London):

> The people of Morocco say of their country that the world is a peacock and Morocco is its tail.
>
> It is a bedraggled tail at present, for the country is wasted by centuries of war. Its wonderful soil bears little but a marvelous spangle of flowering weeds. The peasantry of the plain is perishing from plague, and the wildest of the feudal chiefs, Raisuli, is fighting Spaniards with poison-gas.
>
> Yet truly Morocco is the peacock's tail of the world—a country of such natural glory that it is hard to find another equal to it. The climate is perfect. The vast snow-crowned rampart of the Atlas Mountain stops the hot winds from the Sahara Desert, and under this shelter the gentle, undulating country stretches toward the warm Atlantic like a green paradise. So calm, mild, and sweet is the air between the mountains and the sea that the Riviera can not compare with Morocco. Three harvests can be grown in the soil in one year, even with the primitive native methods; with modern ways of farming the rolling prairies could be made to feed most of western Europe.
>
> In spite of the eternal springtide of this naturally happy land, the fever-breeding mosquito does not flourish in the warmth, and, unlike other paradises of the Mediterranean, it has no malaria. Its natural drawback is the heavy winter rain, caused by the moist winds of the Atlantic striking the barrier of the Atlas Mountains, and streaming down the hillsides in floods that swell the rivers and make travel difficult; yet even these floods are but natural wealth wasted. When the overflow of water is run into banked hollows, or turned toward the parched southern pasture-lands, the cattle ranches and palm groves on the outskirts of the African desert will rival Argentina and Mesopotamia.
>
> When the great rainfall ceases, Morocco puts on the colors of the peacock's tail. In stretches of hundreds of miles, the green of the grass is almost lost in a gorgeous mosaic of rainbow hues, which tell every practised traveler whence the Moors drew their inspiration for the art of color that adorns the monuments of their lost empire in Spain.
>
> Besides being incomparably the richest of farming countries, Morocco also promises to become the nurse of European industries. Her wealth in iron, copper, lead, silver, gold, platinum, and other metal is not yet known. Her oil-wells are not used. All that is known is that the Moorish mines contain all the ores required by the foundries of Europe. So vast are the resources that the struggle for them led for years to bitter rivalry among great nations, producing some very grave crises in European affairs. In the end, France came to possess chief control in Morocco, and this marvelous country may yet make France, after all her frightful losses, the wealthiest and strongest nation in Europe.
>
> Strange it will be if the restoration of the power of France should come from the edge of an African desert!

But the great requisite is man-power; for tho there is rich, virgin soil to a depth of sixteen feet on the Moroccan plains, there is scarcely one good farmer in a hundred square miles. France needs her own population; the Moors and the Arabs, according to the writer of the article, are dying races, so that in the Berbers he finds "The only hope of a sound, strong, enlightened, and expanding native race in Morocco." Of this people we read further:

> The Berber is now a barbaric highlander in the Riff and Atlas mountains, having lost the rich corn-lands of the plain and his power over his country. Yet of old he was the spear-head of his religion and the civilizer of western Europe. His fall from a princely position of command in civilization to the rank of a barbaric, plundering mountaineer forms one of the great romances of history.
>
> The Berber looks like a European, and is what he looks. His original stock formed the mother element of the wide-spread Mediterranean race, which extends round the inland sea and across western Europe to Brittany, Wales, Scotland, and Ireland, the race that built up western civilization out of the new stone age. Stonehenge, Crete, and Egypt were some of the birth-places of the culture of the early Berber races. Whether Morocco was one of the centers of the early civilization we do not know, because no excavations have been carried out, but in history the Berbers rose to fame as allies of Carthage, and, being badly treated by Carthage, went over to the Romans, helped greatly in the final overthrow of Carthage, and became an important part of the Roman and Christian world. In the Riff Mountains, among the small, dark-haired, handsome, quick-minded Berbers, there are tall, red-haired men who claim to be descended from the Romans.
>
> But the main foreign element among the Berber people are the Arabs, who arrived in the seventh century, and drove some of the Berbers into the Sahara, where they have mixed with negroes from Lake Chad to the Niger coast-lands. After being converted to the Mohammedan faith by the Arabs, the Berbers, under one of their native leaders, Tarif, conquered Spain, and spread over the south of France, and might have

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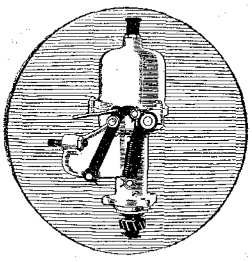

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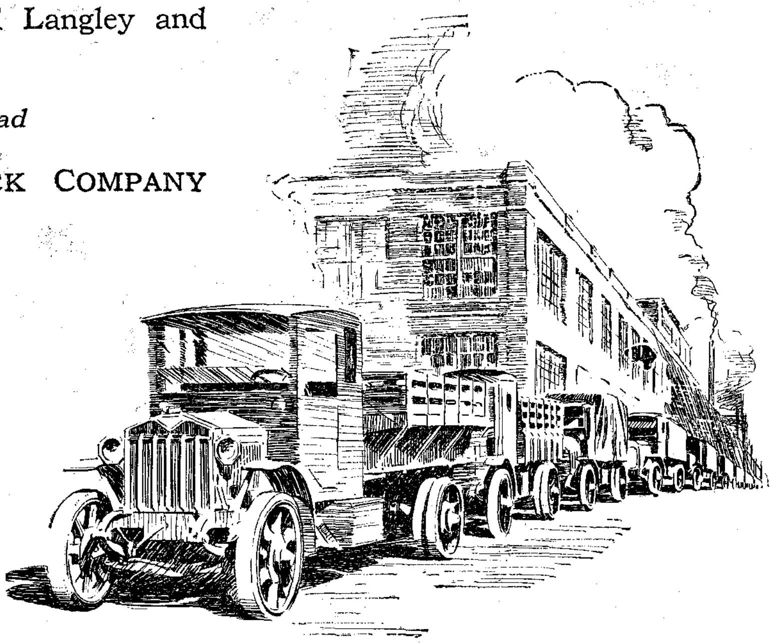
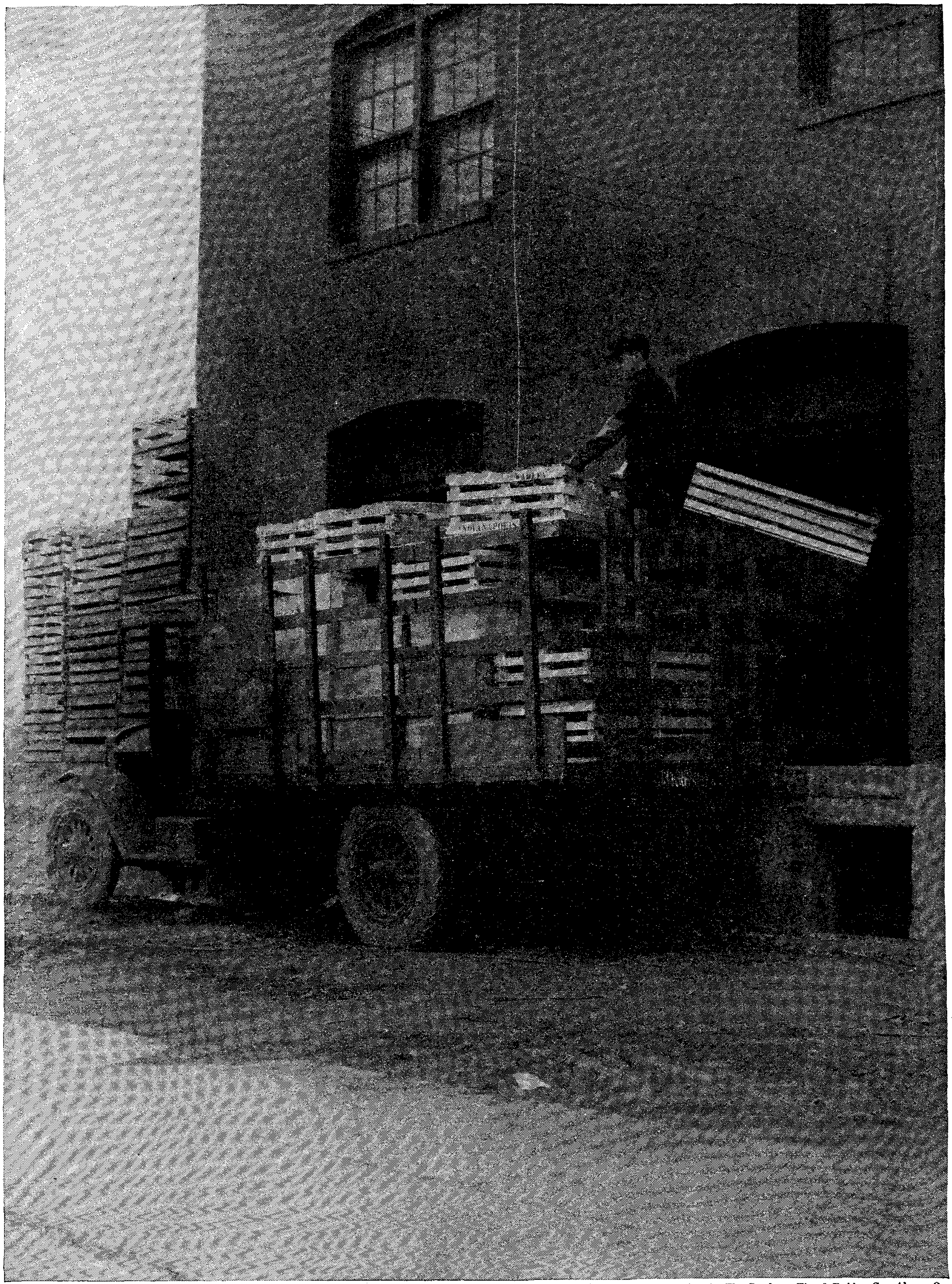


CLYDESDALE



Un-retouched photograph showing Goodyear Cord Tires still in service, after nearly a year, for The Wadley Company, Indianapolis, Indiana

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GOODYEAR

Pneumatics Protect Loads for This Produce Company

> *"PNEUMATICS offer all-round advantages over solid tires in our hauling—save trucks, loads and improve working spirit of drivers. They require 1½ less gallons of gasoline on a 90-mile run. Solid-tired trucks sway over the road, but trucks on pneumatics run straight. Goodyear Cords are giving excellent service."—P. P. Triller, Purchasing Agent, The Wadley Company, Produce Wholesalers, Indianapolis, Ind.*

Twenty-five motor trucks distribute poultry, eggs and butter for The Wadley Company throughout central Indiana.

During the past year Goodyear Cord Tires have demonstrated their ability to reduce time and costs in comparison with solid tires in this service.

A 90-mile trip has been made repeatedly on the pneumatics in 3 less hours with 1½ less gallons of gasoline than when covered by a solid-tired truck.

Due to the jarring and shifting action of trucks on solid tires delicate produce has been damaged frequently, whereas the pneumatics prevent such loss.

Mud has stalled the solid-tired trucks, but the gripping Goodyear Cords have proved dependable under all adverse road conditions by reason of their firm traction.

An official describes the present mechanical condition of a Goodyear-Cord-equipped truck as being far better than could be expected on solid tires after a similar long term of hard work.

The photograph at the left affords additional and important evidence by showing Goodyear Cord Tires still on duty after nearly a year of continuous hauling.

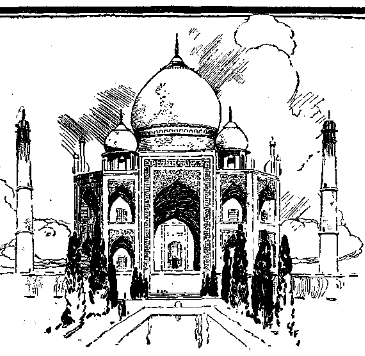
So this narrative confirms the many other records of Goodyear Cord Tires that have saved trucks, loads, fuel, time and labor.

It indicates the force of Goodyear pioneering work in developing Goodyear Cord Tires, Tubes, Rims and Repair Materials, and also in co-operating with others developing proper engine pumps, air gauges and vulcanizing equipment.

Information concerning pneumatic equipment for motor trucks and its results can be obtained from local Goodyear Truck Tire Service Stations, or by writing to The Goodyear Tire & Rubber Company, at Akron, Ohio.

SAVE TRUCKS · LOADS · ROADS
Haul on Pneumatics

CORD TIRES



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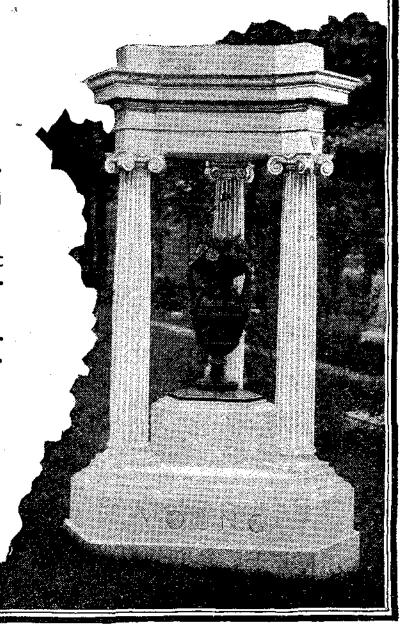

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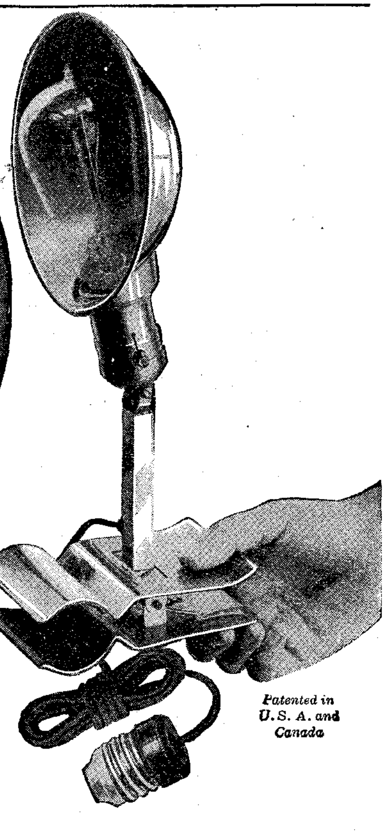

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> brought all western Europe under the Crescent had it not been for the jealous and domineering ways of the Arab. It was the civil wars that broke out between the Berber and the Arab that saved Europe from mastery by these desert races. When defeated by the French in a great battle along the Loire, the Berbers fell under Arab rule, but they rose and twice reconquered both their own country and Spain, and it was under Berber kings that the great Moorish Empire in Spain became the birthplace of modern civilization.
>
> The dark ages of Christendom ended when Berber, Frank, Norman, Englishman, and Italian met in friendly intercourse in the picturesque Berber cities of northern Spain. With all their faults, the Arabs had a great and fine quality, a great mind for adventure. They absorbed the learning of Greece and the wisdom of Persia, and in science, thought, architecture, poetry, and manners they formed themselves into a radiant bridgehead between the classic and the modern world. From them the Berbers obtained new knowledge and new graces of life, and became in turn the teachers of western Christendom.

The writer of the article is, perhaps, too much inclined to exalt the Berbers at the expense of the Arabs and other races that participated in the Mohammedan conquest of Spain. But it is quite true that from these Saracenic invaders their opponents and sometime allies, the Christian knights, learned much of the arts of chivalry and minstrelsy. The introduction of rimed verse into English and other European poetry is by some attributed to imitation of Moorish song. The Saracenic colleges of Spain played a great part in lifting the darkness of the middle ages, by teaching European students chemistry, mathematics, and medicine; and the wonderful Alhambra, the palace of the Moorish kings of Granada, remains a great monument and a strong influence upon Spanish architecture. For, the article continues,

> Moorish architecture still makes Spain a national museum of monumental beauty and fairylike delicacy, and after seeing these things the traveler understands from what source France and England obtained the power to make stone soar into Gothic cathedrals, glowing with color like the Morocco prairies in spring.
>
> When the Berbers weakened in Spain, owing chiefly to their feuds with the Arabs, the passion for color died out of western Europe; and when the last of the Berber chiefs was overthrown in Granada the spirit of the Berber was broken in his native land. Growing wilder and fiercer and less civilized, they kept the country for five centuries in a state of civil war, which has not even yet ended. Now they fight chiefly against Spain, which shares the possession of Morocco with France.

In a hopeful presentation of what is to be expected as a result of modern, enlightened administration, we read:

> The French are peacefully extending their administrative system, and planning a great trunk railway line running from France through Spain, with a ferry over the Straits of Gibraltar and a new Atlantic port at Dakar, by Cape Verde. Steamships and air-ships will connect Dakar with Pernambuco in Brazil. The product of the

middle Niger, with Timbuctoo as a marketing center, will also flow down the new French railways into Morocco, along with the natural wealth of the Sahara, when artesian wells and reservoirs of drainage water from the Atlas have fertilized the waste.

Contrasting this prospect with the recent past and the immediate present, and yet with hope for the regeneration of the native Moroccan, the writer of the article says in conclusion:

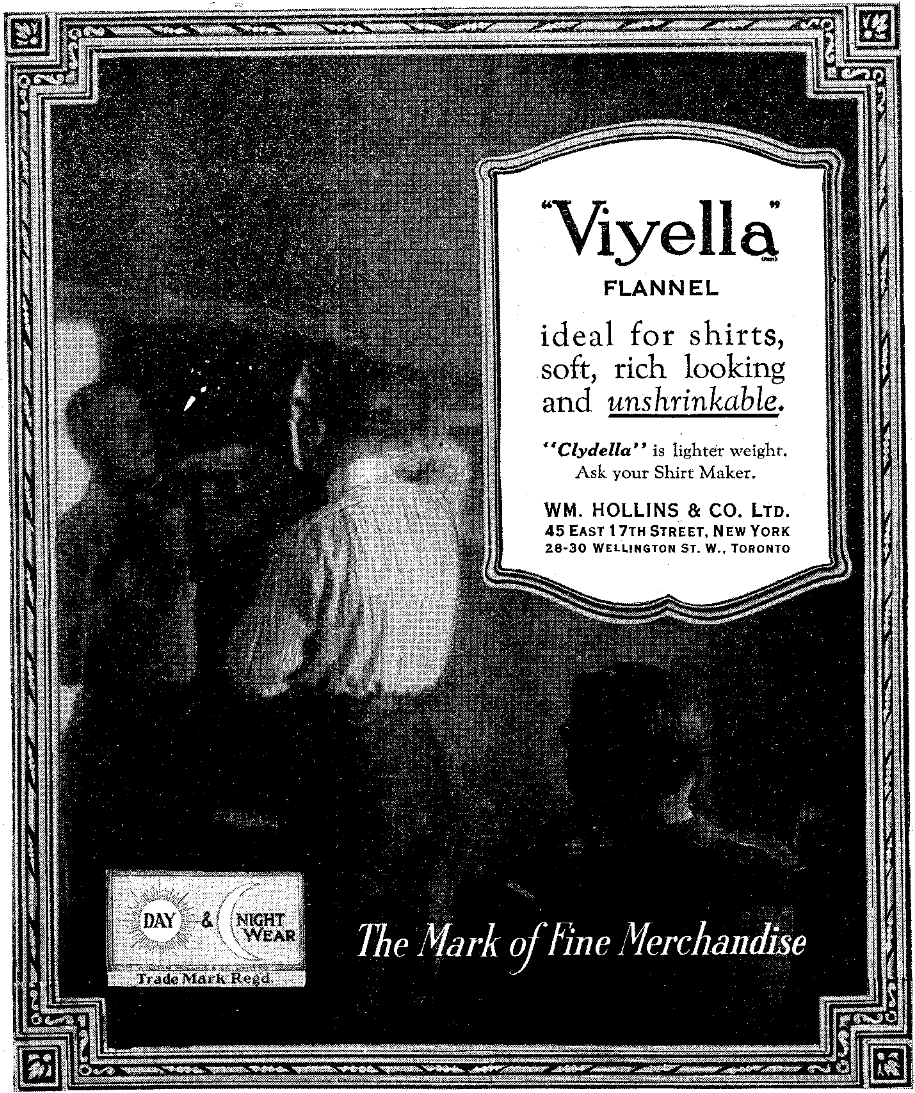
> Until the French came to Morocco the country seemed empty of people and uncultivated. The main roads were merely horse and mule-tracks, and not a house was to be seen along the highways. The reason was that the Sultan and his officers of state commandeered food for their men and fodder for their horses from all the farms and villages by which they traveled, and to escape from these ruinous demands every peasant in the country kept miles away from bridle-roads. The Sultan possest a few carts, and these were the only wheeled vehicles in the land.
>
> At the height of their glory in Spain the old Berber kings had possest a revenue larger than the revenues of all the monarchs of Christendom combined; both Spain and Morocco were then so intensely cultivated and densely peopled, with cities filled with a million people, that taxes produced yearly an enormous sum. But with the decay of the Empire, through Berber and Arab fighting one another, the country became bankrupt. At present there are about three and a half million people dwelling in this most fertile country in the world, twice the size of the British Isles. The Berbers themselves have been reduced to somewhat less than a million and a half, and it will take them more than a hundred years to repeople the great western plain.
>
> Tho the Moors are dying as a race, largely from their evil and idle ways, they have not yet lost their love and genius for building. In Morocco city there are public drinking-places as beautiful as the gate to fairyland, and such exquisite works could be multiplied in hundreds by modern Moorish craftsmen if the Government would provide funds. Art is the one thing that lives in Morocco. Squalid, wandering shepherd tribes, clothing themselves in coarse wool like sacking, inherit a quick, keen sense of beauty in color and line, and the native feeling for art gives a truly sunset glory to the Sunset Land.
>
> The tile-makers and potters of Morocco, too, are still performing daily miracles of craftsmanship. Moorish tile-work, with its rainbow harmonies of pure color, is likely to become a great article of export, astonishing western Europeans by its cheapness and exquisiteness. In carving and in metal-work the Moor has also much to teach us. Indeed, unless his taste is led astray by his European rulers, the reunion of Morocco and Europe may produce in the time to come a rebirth of glowing craftsmanship in Europe similar to that which occurred at the close of the dark ages.

Getting Stewed, Maybe.—PA—" Have you seen with the microscope all the little animals that are in the water? "

TOMMY—" Yes, papa, I saw them. Are they in the water we drink? "

" Certainly, my child."

" Now I know what makes the singing in the kettle when the water begins to boil."—*London Blighty.*



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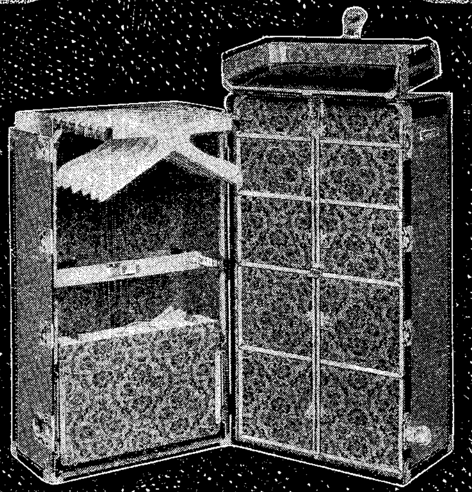

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THE IRISH REPUBLIC

(*Continued from page* 40)

various times since the coming of the English, the Irish nation has exercised its sovereign rights as opportunity afforded." It is charged that the English "policy of repression, spiritual and material, has ever been active from the first intrusion of English power until the present day." It is claimed that tho English policy has aimed at "keeping every new accretion of population from without separate from the rest of the nation, and a cause of distraction and weakness," nevertheless the Irish nation has remained one. With a "vigorous consciousness of its nationality" Ireland has always succeeded sooner or later in "assimilating to its unity every new element of the population." We read then:

> "The Irish nation has never been intolerant toward its minorities and has never harbored the spirit of persecution. Such barbarities as punishment by torture, witch-burning, capital punishment for minor offenses, etc., so frequent in the judicial systems of other countries, found no recognition in Irish law or custom. Twice in the seventeenth century—in 1642–48 and in 1689—when, after periods of terrible persecution and deprivation of lands and liberty, the Irish people recovered for a time a dominant political power, they worked out in laws and treaties a policy of full religious equality for all dwellers in the island. On each occasion this policy of tolerance was reversed by the English power, which, on recovering its mastery, subjected the Irish race to further large confiscations of property, restrictions of liberty, and religious persecutions. More recently, notwithstanding the English policy of maintaining as complete a severance as possible, when Irish Protestants became attracted to the support of the national cause, the Catholics of Ireland accorded political leadership to a succession of Protestant leaders.
>
> "The Irish have long been a thoroughly democratic people. Through their chosen leaders, from O'Connell to Parnell, they have provided the world with a model of democratic organization in opposition to the domination of privileged classes."

RECOGNITION FROM OTHER NATIONS—Ireland is entitled to recovery of her sovereign independence, we are told, on the basis of "national right and proved ability to maintain just government" and recognition of her right is due from other nations for reasons which the memorandum states, as follows:

> "1. Because England's claim to withhold independence from Ireland is based on a principle which is a negation of national liberty and subversive of international peace and order. England resists Ireland's demand on the ground that the independence of Ireland would be, as alleged, incompatible with the security of England, or of Great Britain, or the British Empire. Whether this contention is well- or ill-founded, if it is admitted, then any state is justified in suppressing the independence of any nation whose liberty that state declares to be incompatible with its own security. . . . . . .
>
> "2. Because England's government of Ireland has been at all times, and is conspicuously at the present time, an outrage on the conscience of mankind.
>
> "Such a government, especially in its modern quasi-democratic form, is essentially vicious. Its character at the best is sufficiently described by a noted English writer, John Stuart Mill ('Representative Government' (1861) Chapter xviii): 'The Government by itself has a meaning and a reality; but such a thing as government of one people by another does not and can not exist. One people may keep another as a warren or preserve for its own use, a place to make money in, a human cattle farm, to be worked for the profit of its own inhabitants. But if the good of the governed is the proper business of a government, it is utterly impossible that a people should directly attend to it.' Consequently, the people of England devolve the power which they hold over Ireland upon a succession of satraps, military and civil, who are quite irresponsible and independent of any popular control, English or Irish, and represent no interest of the Irish people. . . . . . .
>
> "3. Because the English temper toward the cause of Irish national liberty produces atrocious and intolerable results in Ireland. Among the results are: A depopulation unexampled in any other country however badly governed; wholesale destruction of industries and commerce; overtaxation on an enormous scale; diversion of rents, savings, and surplus incomes from Ireland to England; opposition to the utilization by the Irish people of the economic resources of their country, and to economic development and social improvement; exploitation of Ireland for the benefit of English capitalists; fomentation of religious animosities; repression of the national culture; maintenance of a monstrous system of police rule by which in the words of an English minister, all Ireland is kept 'under the microscope'; perversion of justice, by making political service and political subservience almost the sole qualification for judicial positions; by an elaborate corruption of the jury system, by the organization of police espionage and perjury, and the encouragement of *agents provocateurs*, and recently and at present, by using for the purpose of political oppression in Ireland the exceptional powers created for the purposes of the European War."

ENGLAND'S OBJECTIONS—Among England's objections to Ireland's independence the official memorandum names as the sole sincere one the contention that "domination of Ireland by England is necessary for the security of England." According to the English Navy League, we are informed, Ireland is "the Helgoland of the Atlantic." If the claim is valid that Ireland is a naval outpost to be governed only for the "benefit of its foreign masters," the memorandum states, then this claim justifies "not only the suppression of national liberty, but also the weakening of Ireland by depopulation, repression of industry and commerce and culture, maintenance of internal discord, etc." What is more, this claim, it is said, can be held to "justify the subjugation of any small nation by a neighboring great Power. "The proximity of Ireland to England furnishes another plea, of which we read:

> "But Ireland is not as near to England as Belgium, Holland, Denmark, etc., are to Germany, Norway to Sweden, Portugal to Spain. In fact, it is this very proximity that makes independence necessary for Ireland, as the only condition of security against the sacrifice of Irish rights to English interests.
>
> "A further plea is that, England being a maritime Power, her safety depending on her navy and her prosperity depending on maritime commerce, the domination of Ireland is for her a practical necessity—a plea involving that Ireland's natural harbors, the best in Europe, must be kept empty of mercantile shipping, except for such shipping as carries on the restricted trade between Great Britain and Ireland.
>
> "Ireland can not admit that the interests of one country, be they what they may, can be allowed to annul the natural rights of another country. If England's plea be admitted, then there is an end to national rights, and all the world must prepare to submit to armed interests or to make war against them."

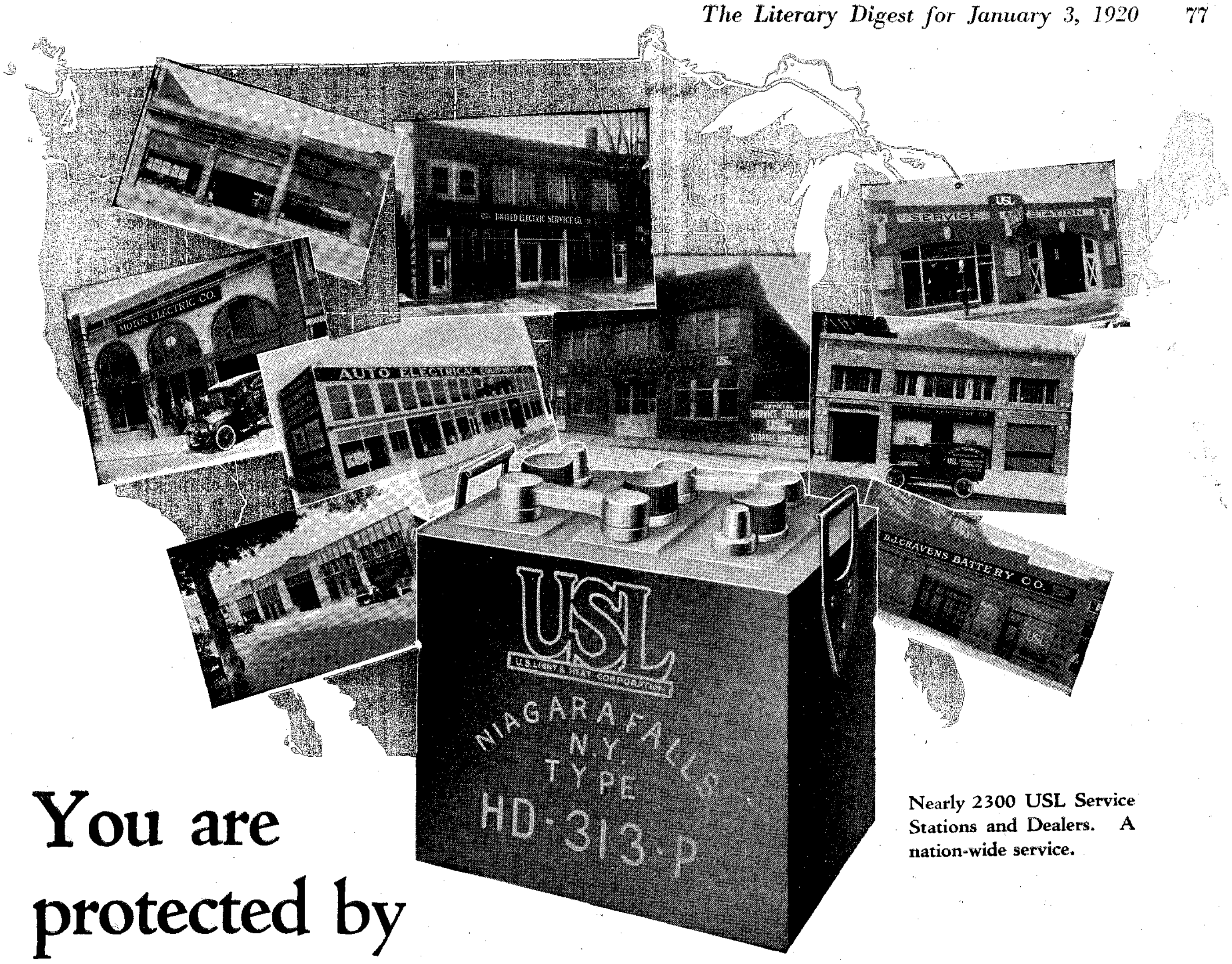
PRESIDENT WILSON'S PRINCIPLES—Among the principles set down by President Wilson in the war-objects of America the Irish memorandum cites one which Mr. Wilson said "runs through the whole program I have outlined." This is the principle of "justice to all peoples and nationalities, and their right to live on equal terms of liberty and safety with one another, whether they be strong or weak. Unless this principle be made the foundation, no part of the structure of international justice can stand." If England objects to the application of this principle to the settlement of the ancient quarrel between herself and Ireland, the memorandum states, she thereby testifies:

> "(1.) That her international policy is entirely based on her own selfish interest, not on the recognition of rights in others, notwithstanding any professions to the contrary. (2.) That in her future dealings with other nations she may be expected, when the opportunity arises, to use her power in order to make her own interest prevail over their rights. (3.) That her particular object in keeping possession of Ireland is to secure naval and mercantile domination over the seas, and in particular over the North Atlantic and the nations which have legitimate maritime interests therein; ruling Ireland at the same time on a plan of thoroughgoing exploitation for her own sole profit, to the great material detriment of Ireland, and preventing the establishment of beneficial intercourse, through commerce and otherwise, between Ireland and other countries. . . . . . .
>
> "It is evident that, while Ireland is denied the right to choose freely and establish that form of government which the Irish people desire, no international order can be founded on the basis of national right and international justice; the claim of the stronger to dominate the weaker will once more be successfully asserted; and there will be no true peace."

Hard Words for an Egg.—"When I rose to speak," related a martyred statesman, "some one threw a base, cowardly egg at me. It struck me on the chest."

"And what is a base, cowardly egg?" asked a fresh young man.

"A base, cowardly egg," explained the statesman, "is one that hits you and runs."—*London Tit-Bits.*



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SCIENCE AND INVENTION
Continued

CARBOHYDRATES

DIET experts are so fond of discoursing on carbohydrates that it would be natural to suppose that the word always means something to eat. Yet our tables and chairs are made of carbohydrates; so is the paper on the wall. We wear carbohydrate clothes and decorate our rooms with carbohydrate flowers. What, then, is a carbohydrate, and what is the difference between those we eat and those we don't? In an article entitled "A Better Acquaintance with Carbohydrates," contributed by Mary D. Chambers to *The Forecast* (New York), an attempt is made to throw light on these problems. The reason that we can eat a lettuce-leaf and not the library-table is that cellulose, which is the carbohydrate of which both are composed, happens to be hard in one and soft in the other. But there are many more kinds of carbohydrates than this—edible and inedible. Says Miss Chambers:

"Carbohydrates form the largest proportion of our daily food, and on them, more than on the proteins or the fats, do we depend for variety in the diet. From the standpoint of nutrition they are classified into starches and sugars, cellulose, and gums—the last being unimportant, as furnishing but a minute proportion of our common food.

"Tho starches and sugars are at the head of the list in importance, yet in this paper we shall begin lower down and work up, for some knowledge of cellulose is necessary to a good understanding of starch.

"Now, the cellulose of plants practically corresponds to the connective tissue of meat. It is the framework for the 'flesh' and the juices of the plant.

"Much of the cellulose we come up against in daily life is absolutely inedible—for instance, that library-table and other things mentioned awhile ago. On the other hand, we have a kind so tender and succulent we hardly know it is there, like the framework of the lettuce-leaf; and then there are betwixt-and-between sorts, like the pods of peas, the parings of squash, of apples, of potatoes, which many of us are learning to utilize, because of the good minerals or vitamins which are incorporated in them, and which are lost when the parings are thrown away.

"Of the edible cellulose there are two kinds, digestible and indigestible.

"Scientists are far from agreeing with one another as to whether the cellulose which is edible is likewise digestible. A good deal of it is found to leave the body without apparent change—this must unquestionably be branded as indigestible. A good deal more, like the fine and delicate cellulose of the apple-pulp, or of the flesh of a mealy baked potato, disappears in the body as completely as any other well-digested food. It may be it is consumed, and has yielded heat and energy like starch; or it may be that it has only been decomposed by the action of ferments or bacteria in the intestinal tract, and converted into gas—the gas which when generated in sufficiently large quantity makes us say we suffer from flatulency.

"But whether or not cellulose is to any extent nutritious, it is exceedingly useful as an intestinal stimulant, to promote peristalsis, and as such it appears to be necessary to the health of all animals except the carnivora."

Tho the human body may not be able to do much with cellulose, nature and science are able to change it into sugar, or to make it more digestible. Nature does this in the ripening of fruits. The housewife does it in sauerkraut, whose fermentation makes more digestible the cellulose of cabbage—or in making Scotch "sowans," which is oatmeal-porridge slightly soured. The farmer does it in his silo, where bacteria convert some of the cellulose of the fodder into sugar. A demonstrator in the chemical laboratory will change an old shirt-cuff into sugar before your very eyes, but the cost of the process is prohibitory to any commercial adventure. So much for cellulose. Now for the starches. We read:

"The various starches differ considerably in structure. All the minute granules of starch, visible only under the microscope, are composed of wee sacs or bags of cellulose, filled with amylose, or starch proper. . . . . .

"Starch has been called one of the 'basic' foods of man, since it is one of the most important constituents of grains and vegetables; it is present in many fruits, and in all green leaves. Moist heat, like boiling or steaming, bursts the sacs of cellulose which enclose it, and lets out the starch, which is then easier to digest. Hence the first point to be noted concerning the use of starchy foods is that they are very much more easily digested when cooked than when raw.

"Another and more important point is that in the body the digestion of starch begins in the mouth, and is finished only after it has reached the intestine. In the stomach there is no change, unless the starchy food has been thoroughly insalivated in the mouth, when its digestion by the ferment of the saliva will continue for a time in the stomach. So the second point to be noted about starchy foods is that they need careful and complete mastication.

"Much of the American dyspepsia is a form of starchy indigestion. Unintelligent cooking of starchy food and hasty 'bolting' of the same are largely responsible for lots of our digestive disorders. Generally speaking, the more easily soluble a food is, the easier it is to be digested. Starch can be carried a long way on the road to digestion by thorough cooking.

"Moist heat, such as boiling or steaming, will not only burst the cellulose sacs; it will, if continued long enough, change starch into soluble forms on the way to sugar. Sometimes the cook, in making a corn-starch pudding or an arrowroot blanc-mange, will, if the mixture seems too thin, prolong the cooking in hope of thickening up the pudding, but only to find that it grows thinner. The long cooking predigests the starch. Acid, such as lemon-juice or vinegar, in combination with moist heat, brings about much more quickly this change, called the inversion of starch; and where even a slight change in the direction of predigestion is set going, the work of the body in dealing with the starchy food is thereby made easier.

"Speaking of cereals, the sufficient
cooking of this common breakfast-dish
almost more important than the sufficie
cooking of any other form of starchy foo
simply because the cereal is swallow
without even a pretense of chewing. T
whole grains, or even those which are ste
cut, need from six to eight hours' cookin
those which are partly cooked, such as t
rolled grains, need at least an hour; a
only the fully cooked preparations, such
the flaked, shredded, or puffed, are fit
eat without further application of heat.

"Every starchy food has to be co
verted into sugar in the body before it
fit for absorption—this is what is mea
by the digestion of starch, its conversi
into sugar. Since it has been sho
possible to change cellulose, in the sha
of scraps of linen or cotton, into sugar,
might naturally be thought easier to br
about the same change in starch. So it
As in cellulose, it is done by nature in t
ripening of fruits—it may surprize so
of us to learn that starch is present in
unripe apple, and is changed into sug
during the ripening. Certain cook
processes initiate the change of starch in
sugar, as already described; and the co
mercial conversion of starch into sugar
done on a large scale, and is consider
one of the important lines of food man
facture. . . . This brings us to the th
class of carbohydrates, the sugars.

"The difference between the differe
sugars—and there are a great many kin
—are more obvious to the housewife th
the differences between the differe
starches, for some sugars are so noticeab
less sweet than others. It is interesti
to find that milk-sugar, one of the lea
sweet, is in chemical composition identic
with cane-sugar, which is one of t
sweetest. These two, with beet-suga
maple-sugar, and malt-sugar, are all al
chemically, and are examples of the fi
group or class of sugars, the sucroses.

"The second group, called the glucos
include several kinds of sugar, but t
two which most concern us are grap
sugar, or dextrose—and fruit-sugar,
levulose. . . . Dextrose, which is general
known as the 'glucose' of commerce,
little more than half (three-fifths) as swe
as cane-sugar. This is the sugar wh
is made from the starch of cereal grain
chiefly corn. It does not readily cryst
lize, hence is convenient for the use
confectioners in making fondants, crea
candies, etc. Glucose is often uninte
tionally formed in home-cooking, wh
fruit is cooked with cane-sugar in maki
sauce, pies, or preserves. . . . Hous
wives who are cannily thrifty often add t
sugar last, even to the pie-filling—lifti
the crust after the pie is cooked to add t
sweetening. In military camps and oth
places where tea and coffee are made
cooking all the ingredients together, mu
of the sweetness of the cane-sugar is lo
by its conversion into glucose, and mu
might be saved if the sugar were add
the last thing."

Some years ago there used to be
outcry against glucose. It is perfectl
wholesome. The sole danger arising fro
its use is that if eaten in excess it is likel
to ferment. We are more apt to eat t
much of it than cane-sugar, since it
less sweet; a box of fine French bonbo
disappears more quickly than an equ
amount of home-made fudge. The writ
goes on:

"Sugar, when eaten with discretio
either in the form of cane-sugar (sucros

FISK

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A HANDSOME tire and a big one. An extra ply of fabric, making a stronger side wall; an extra layer of rubber, making a thicker tread—a big air chamber means easier riding.

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or corn-sirup (glucose) is one of the most useful foods we have as a quick producer of energy. . . . The fats give more heat and energy than any other food, the sugars are quicker fuels, are more rapidly digested and assimilated, and furnish energy almost at once. French women wisely make use of *eau sucrée*, or sugared water, for refreshment after a long walk or other fatigue.

"Two rules should govern the use of sugar: (1) It should be amply diluted with liquids—as in the *eau sucrée*—or with other foods, as it is in the ordinary forms of sweet dishes. Concentrated sugar is exceedingly irritating to the mucous membrane. (2) It should not be used in excess of a maximum of two ounces at one meal. More than this will retard digestion."

SKIM-MILK AND KEROSENE-OIL

THAT there is any similarity between skim-milk and kerosene-oil would not, perhaps, be believed by the ordinary reader before the perusal of an article on this subject by Dr. Edward G. Acheson, former president of the American Electrochemical Society, contributed to *The Forum* (New York, October-November). These substances, Dr. Acheson tells us, are both liquids from which the "fat colloids" have been removed by very similar processes. There is, in fact, a striking similarity in the physical make-up of milk and petroleum, and this holds good through the natural and artificial treatments to which they are subjected. In milk the major part is water in which are millions of minute floating particles, invisible to the naked eye, and only to be seen by the use of the ultramicroscope. A substance composed of such particles is called a "colloid," which means "gluelike substance." Writes Dr. Acheson:

"The fresh milk as taken from the cow is largely or wholly composed of three substances. The greater part is pure, ordinary water. In this water are colloids of two distinct varieties. If a pan of fresh milk be set aside it is only a matter of a few hours until the colloids of one variety collect at the top of the milk, where they form our well-known cream. The cream, having been skimmed from the milk and set aside, will in a short time sour, an acid having been formed in it. This sourness, or acidity, causes the colloids of the cream to coagulate, or gather together in small globules, which are recognized as fat. The soured cream is next put through a churning process, which causes the small globules of fat to unite, forming what we know to be butter, and this when carried to the proper state is removed from the water.

"Having disposed of our cream by the removal of the colloids as butter, we will now turn to what we ordinarily term our skim-milk, and we find in due time this will also turn sour and the white matter in the milk coagulate, and perhaps you have seen this product poured into a suitably arranged bag and the water drained out, leaving our cottage cheese in the bag. With the removal of the colloids in the form of cottage-cheese and the final elimination of the water we have completed the total destruction of the milk and its separation into three products, butter, cheese, and water, and the first step in this separation is the formation by Nature of an acid within the liquid, the presence of this acid being quite essential for the removal of the fats, or food material, from the water with which they are associated. An alkali, such as lime or caustic soda, would have accomplished the same result, but Nature uses an acid as the means.

"Petroleum as taken from the earth is also full of colloids, but it is not so easy to understand as milk. Its chemical composition is now well known, but there has not been a clear comprehension of its physical make-up, and this notwithstanding the fact that the value of petroleum largely depends on the physical characteristics of its several components which range from the thin, clear benzin, through our kerosene, fuel, and lubricating-oils. The thickness, or what is termed viscosity, of these several component parts increases in the same order from the benzin to the heavy lubricating-oils.

"An examination of the many products of petroleum, by means of the ultramicroscope, discloses the fact that colloids exist in all of them with the exception of the benzin, and, further, that the number of colloids present increases as the petroleum product increases in viscosity, and this, naturally, leads to the idea that the viscosity may be due to the presence of the colloids, but whether that be true is not an assured fact, yet it is a fact that it is to them that lubricating-oils owe their greasiness and unctuousness. It is the greasiness of lubricating-oil that causes it to adhere to the surface of the shaft and bearings, thereby keeping them separated, while its unctuousness causes easy slipping of the surfaces, and as these two qualities are due to the presence of the colloids, it is evident the real value of the lubricating-oil lies in these colloids. . . . They have the greasiness and unctuousness of the butter colloids, which are commonly known as fat, hence we can not be much in error if we call the colloids found in petroleum, fat. One we know as an animal fat, and the other we will call petroleum fat. . . . . .

"All colloids are subject to much the same laws. Acids, most alkalies, and chemicals generally are poison to them, their colloidal state being destroyed, as has been shown in the case of the soured cream and skim-milk. Another important point is that they adhere to any object they are brought in contact with. This fact has been commented on as a valuable one in lubricating when they adhere to the surfaces of the shaft and bearings."

Previous to the discovery of petroleum in quantity, Dr. Acheson goes on to say, there was sold for illuminating purposes what was called "coal-oil." That this might be used with a wick, it was necessary to treat it with sulfuric acid to free it from impurities. The preparation of kerosene for the market now involves treatment with strong sulfuric acid, then with caustic soda, followed by washing with water and by filtration. We read:

"It would not be expected that any fat colloids present in the crude kerosene would escape this extended chemical and filtration treatment. Nevertheless, some of them do, as can be seen in an ultramicroscope. It is the presence of these few fat colloids in kerosene that causes this liquid to produce a grease-spot or stain on any fabric it is brought in contact with. The main purpose of the chemical and filtration treatment of kerosene is to remove the fat colloids.

"It may be found difficult to believe that this highly successful method of removing the fat from kerosene would be used in the treatment of lubricating-oils, for their worth is wholly due to them, but nevertheless, such is the fact. A number of methods and processes are practised in the treatment of lubricating-oils, but each of them contains all or a part of the steps practised with kerosene. In some cases as much as 8 per cent. in volume of the oil is lost in the treatment with sulfuric acid, and still other amounts are lost in the caustic soda and filtration treatment, and these losses are largely due to the removal of fat. When it be recalled that at least one-half of the coal consumed in making steam to run manufacturing plants is wholly lost in friction, and that our lubricating-oils are used to reduce or prevent friction, any treatment that tends to diminish the lubricating value of the oil should be looked upon with pronounced disfavor.

"Undoubtedly the processes through which the oils are passed improve their appearance immensely because the presence of the fat colloids tends to produce a dark and rather unpleasing appearance, and this is quite objectionable from a salesman's point of view. The public, and more particularly the manufacturers, should not be interested in the color of an oil. They should demand of the oil salesman some proof as to the lubricating values of the oils he offers for sale. Evidently the refiners must know their refining processes reduce the efficiency of the oils as lubricants as evidenced by the fact that they use black oil that has not been subjected to a high degree of refining when they themselves undertake extensive lubrication, as in railroad-car journals."

FRANCE'S PLAN FOR WORLD-WIRELESS

A SCHEME now under consideration in France for embracing the whole globe with wireless stations erected wholly on French territory is described in a recent issue of *Le Génie Civil*, by Mr. Boutillon, head of the French Government wireless department. As the result of a mission to America in 1917 to study the wireless systems of the New World, the author has concluded that to assure continuity of communication at great distances powers much higher than those now usual are needed. Says *The Telegraph and Telephone Age* in an abstract of the Boutillon article:

"All the great stations in existence (with ranges from 3,000 to 5,000 miles), with the exception of Nauen, employ powers between 200 and 400 kilowatts, and possess antennæ ranging in height between 500 and 650 feet. The energy radiated from them is overabundant in the periods most favorable for transmission, but is insufficient when, as often in summer, to unfavorable conditions of transmission are added strong atmospheric disturbances. Communication then may remain impossible often for many hours together. To overcome this inconvenience, the author holds it needful to raise the power to at least 1,500 kilowatts and adopt antennæ

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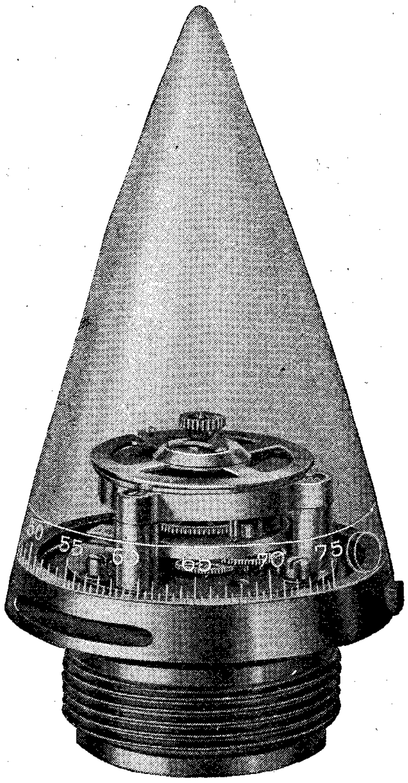


Waltham Time-Fuse

It is night. A few hooded and powerful electric lights search the darkness to reveal a huge gun, around which are gathered a few men who serve this giant of strength.

A sharp word of command! A flame of fire! A concussion that rocks the earth! The roar of a shell! A few tense, numbered seconds! Then, out there on the far horizon, a burst of fire miles away—an explosion timed to infinitesimal moments by Waltham.

This, the triumph of Waltham genius—a time-fuse that splits a second into a hundred parts—that far exceeds in instantaneous accuracy all other time-fuses hitherto invented—that sends each shell to its destination governed by Waltham's inventive genius hidden in the apex of the shell.

Imagine this device, light enough and of such delicate accuracy to explode the charge at a hundredth of a second, fired in a shell with a velocity of 2,700 feet per second and leaving the gun's rifled barrel at 25,000 revolutions per minute.

Talk of "position" time-keeping—here is a whirligig of motion—a "position" test that subdues competitive argument. And imagine a timepiece strong and durable enough to endure a blow, a strain, a stress of two pounds to each grain of its weight. A terrific reaction for the honor of America when the gun is fired.

Never in the world's history has there been such miraculous time-keeping, such performance, such absolute reliability under such ab-

WALTHAM

THE WORLD'S WATCH OVER TIME

OF WALTHAM

normal conditions. As Americans, we have a right to be proud of Waltham genius.

Waltham genius! What is it — but doing for nearly three-quarters of a century extraordinary things in an extraordinary way. If genius means taking infinite pains, then Waltham genius in this time-keeping invention has won its supreme tribute.

But if it had not been for nearly three-quarters of a century filled with work *behind* the Waltham time-fuse, it would not have been years *in front* of all others. Pre-eminence is its own reward.

Years of concentrated development on an infinitesimal unit — ofttimes out of sight in the works of the watch — have added renown to the name of Waltham.

The Waltham Watch, upon whose universal time-keeping the sun never sets, is but an older brother of this marvelous time-keeper in the shell.

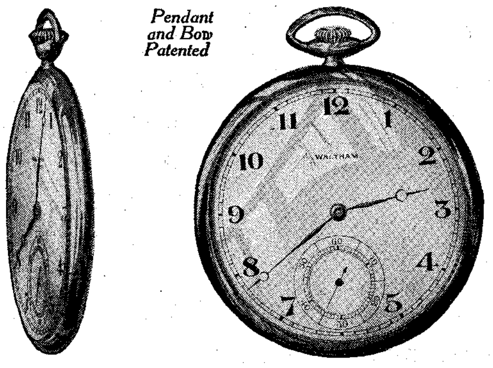
We have made many statements of Waltham invention in the mechanics of watchmaking — we have opened the door of the "works" in a Waltham Watch and created American pride in this Waltham masterpiece. We have claimed world leadership in watchmaking. "Here are the proofs" has been our challenge and our pride.

Proofs we have given and still more proofs we intend to give: science at its utmost in the alloy of a metal, in the polishing of a part, in the setting of a jewel, in the hardening and tempering of steel, in the design of a balance staff, in the bend of a guard pin or the structural curve of a spring — little things, hidden things.

Yet it is these scientific inventions, developments — call them what you will — that have carried the fame of Waltham unto the uttermost ends of the earth.

And we are about to write another illuminating chapter that will take you still closer to the heart of fine watchmaking, and give you still clearer reasons why the little things of Waltham genius add their quota of proof to Waltham dominance.

Read these advertisements, wherein we put the magnifying glass in your eye to see the hidden reasons why this truly American watch is justly called Waltham, "The World's Watch Over Time."



Waltham Colonial A
Extremely thin at no sacrifice of accuracy
Maximus movement 21 jewels
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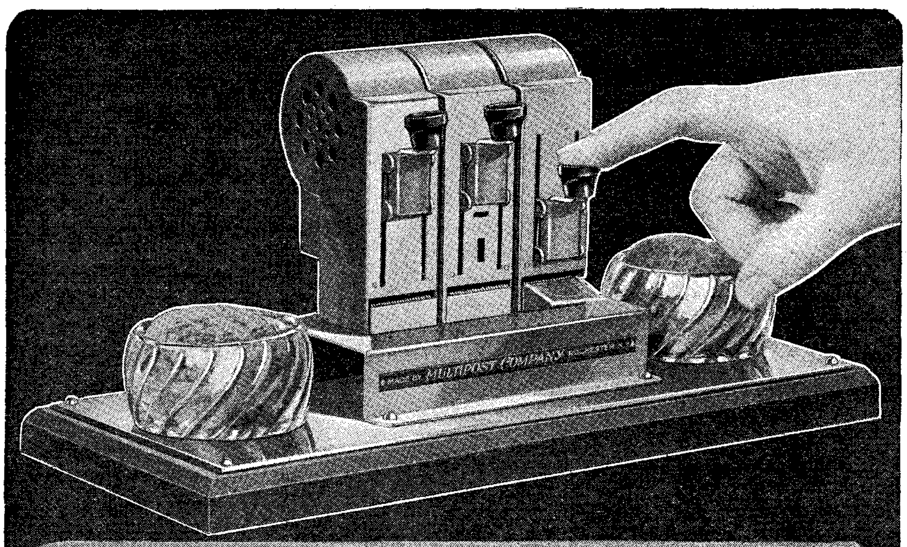
This story is continued in a beautiful booklet in which you will find a liberal watch education.
Sent free upon request. Waltham Watch Company, Waltham, Mass.

WALTHAM

THE WORLD'S WATCH OVER TIME



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FREE TRIAL—You will never know how much you *really need* this equipment until you have actually used it. We are willing to send to any office a Parcel Post Machine (shown above) or Multipost Stamp Affixer (shown at right) or both, on *absolutely Free Trial*. You send no money in advance; simply ask on your letterhead for Free Trial and then try the machine in your *own* office on your *own* mail.

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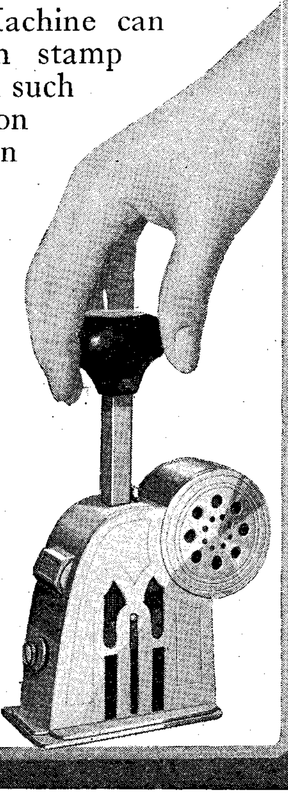


of at least 1,500 feet in height. As regards the world-embracing network, the author proposes a continuous line of stations of about 3,700 miles' range, which, starting on the west, will comprise the stations at Tahiti, New Caledonia, Indo-China, Djibuti, and France, where splitting into two arms it will terminate at the Senegal and Martinique stations, respectively. The center of the network is naturally placed in France, and comprises a station of medium power able to communicate with North Africa and three stations of great power to communicate respectively with (1) the United States; (2) Martinique and Brazil; (3) West Africa, and with Djibuti. In West Africa, at Djibuti, and in Indo-China there will be double stations (one of great power to communicate at great distances, and one of medium power for local uses). In detail the network will comprise (1) a quadruple station in France (three stations of great power and one of medium power); (2) three double stations; West Africa, Djibuti, and Indo-China (one large station and one medium); (3) three stations of great power; Martinique, New Caledonia, and Tahiti; (4) six stations of medium power: Morocco-Algeria, Tunisia, Kongo, Madagascar, and French India. As to the organization of the multiple stations the author proposes to place transmission centers at considerable distances one from the other. For instance, in France the four transmission centers will be situated at Arles, Nîmes, Bordeaux, and Basse Loire. Reception-posts may be placed near those of transmission, and at such a distance as to permit the service in duplex or (and this solution the author seems to prefer) may be united in a single center of reception near Paris, in which case they will communicate by wire with the four transmission posts."

COTTONLESS COTTONWOODS

THE cottonwood, abundant as a shade-tree in the West and Southwest, is objectionable because the "cotton" that it bears is unsightly and adheres to streets and buildings in such quantities as to be a nuisance. It is only the female trees, however, that bear the blossoms of which these fibers are an accompaniment. By using only male trees, the blossoms are avoided, and there is no cotton. Male trees are replacing the female ones in Albuquerque, N. M., we are told by Aldo Leopold, secretary of the Chamber of Commerce of that city, and the City Commission expects to get rid of the annual cotton-nuisance in about ten years. From an article contributed by Mr. Leopold to *American Forestry* (Washington, December), we learn that this action was taken after nearly twenty-five years of argument and discussion and the trial of many other plans for abating the nuisance, including spraying and pruning. Writes Mr. Leopold:

"A large proportion of the shade-trees of many Western cities are cottonwoods. The individual trees are of two sexes and the female trees bear annually a most prolific crop of cotton, which acts as a mechanical irritant to sufferers from hay-fever, and

SCIENCE AND INVENTION
Continued

which, during the months of June and July, litters the streets, screen doors, and plastering with unsightly masses of soiled cotton.

"The question of whether the female cottonwood tree is principally a public nuisance or principally a valuable shade-tree is one which is discust annually and with great vehemence in many Western towns, and in the city of Albuquerque the question of whether or not to remove the female trees has been under discussion for the last decade. Albuquerque is one of the best-shaded cities in the West; the city limits embracing approximately one thousand magnificent cottonwoods planted from twenty to seventy-five years ago by the early settlers who first brought the Rio Grande Valley under irrigation.

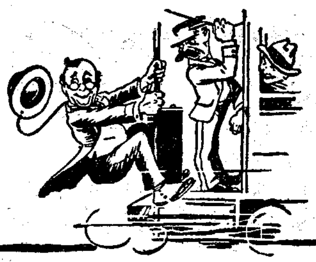
"Several remedies for the cotton nuisance were tried in Albuquerque, but it was finally decided to do away with the female trees. Two years ago, Dr. W. H. Long, Plant Pathologist for the United States Bureau of Agriculture, discovered that a weak solution of sulfuric acid applied to the trees at the time of flowering effectually sterilized the blossoms. Dr. Long secured the use of a horse-drawn tank-sprayer and succeeded in spraying the trees on a wholesale scale at a very moderate cost. It was found, however, that the spray method had two serious objections: First, the blossoms had to be sprayed in just the right stage and the blossoming period was too short to cover the whole city with one outfit. Secondly, it was impossible to spray the trees without spilling some of the spray on the shrubbery, automobiles, porch rugs, etc. The varnish on automobiles was disfigured and some shrubbery was more or less injured by the acid solution. Accordingly the spraying method was abandoned.

"Relief was also sought by pruning. It was found that by lopping the tips of the female trees the new growth did not bear cotton until its third year, and accordingly pruning or 'pollarding' was found to be an effective temporary remedy. It was found impracticable, however, to persuade all owners of private property to keep their trees pruned down.

"Several old-timers also claimed that, by boring a hole in the trunk of the female tree and filling the hole with flowers of sulfur, the blossoms would then be effectively sterilized. This method was never tried out by scientific observers, but the United States Forest Service is initiating an experiment this year to determine whether it is effective.

"Many citizens seriously objected to the removal of the female trees because they feared that the town would either be denuded of shade or else other species would be used to replace the cottonwoods removed, and they objected to this because of the feeling that cottonwood trees were at once the most practicable and in best taste for meeting southwestern conditions. Last year, however, the Albuquerque Chamber of Commerce discovered a reliable source of supply of guaranteed male nursery stock, and when this became known most of the objectors gradually changed their attitude and public sentiment became such as to allow of the removal of the female trees and their replacement by male cottonwoods.

"The City Commission has adopted a ten-year program for the removal of the cotton-bearing trees and has prepared a map showing the location of each cotton-



Are we grown-ups still hooking a ride?

We live high in America. Still, not everyone can afford to come down to work in his limousine—yet.

Most of us depend on the street cars. But we're not inclined to enthuse over the service they render.

We don't often consider that without the street railway system the city life of today would be an impossibility.

How else could we travel, quickly and cheaply, several miles several times a day? Communities would shrink and property values fall.

Ask the real estate man how much less your house would be worth if you had to walk even ten blocks for a street car. Or study the curve of increased valuations along the path of a new carline that links city with suburb and reaches out beyond into green fields to bring even the farmer within this great civic family.

How eloquent of the get-together instinct in us mortals.

What is it worth to us, this utility that has directed the very growth of community life? Surely the value is something more than the five or ten cent piece we flip into the coin-box. It is a question of our whole well-being in a modern environment.

As a people we are very fair in our collective dealings when we once have facts to guide our judgment.

It looks now as if the street railways by and large are underfed, as if for years they have been living on hope while slowly starving—and not saying much about it.

It may be that our car riding for the past while has not been fully paid for.

If this is true—we all ought to help fix it—not necessarily because the street railway says so, but because in our living we need the service the street car gives.

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SCIENCE AND INVENTION
Continued

bearing tree in the city. Ten per cent. of the total are to be removed each year, and property-owners are held responsible for proper pruning or otherwise preventing the occurrence of cotton on the remaining trees in the meanwhile. Trees to be removed each year will be designated by the City Manager and the property-owners will be responsible for their removal. It is not probable, however, that property-owners will be put to heavy expense because the fuel wood obtained will in most cases offset the cost of removal. The City Commission will also require that the trees removed be replaced by young trees as rapidly as possible, young male cottonwoods being preferred."

SACCHARIN NOT A FOOD

THE controversy over whether saccharin is or is not poisonous is of secondary importance, in the opinion of Dr. Philip A. Shaffer, professor of biological chemistry in Washington University Medical School, St. Louis. The chief objection to it is that, using it as a sugar-substitute because it is sweet, people imagine that it is a substitute in a nutritive sense, which it is not. Sugar is a food that happens to be sweet; saccharin is a sweet chemical compound that happens to possess not an atom of food-value. The desire for sugar, Dr. Shaffer believes, is "a natural and essential appetite" for something that is nutritive. To try to satisfy it with another sweet substance that is not a food reminds him of the wicked father in the Bible who, when his son asked for bread, gave him a stone. The normal desire for sweets is not a whim, but the expression of a physiological need. But the need is not for mere sweetness of taste. Writes Dr. Shaffer to *The Post-Dispatch* (St. Louis):

"Saccharin is now being advertised to the public and is on sale by grocers as a substitute for sugar and it becomes desirable that people generally be fully and correctly informed concerning the relative usefulness and value of these two substances.

"Whether or not saccharin is more or less injurious to health in the sense of being a poisonous substance, many people will use it; and it seems only fair to those people that they know its real value, and are not deceived when they purchase it.

"Saccharin is not a substitute for sugar, and statements to the contrary are very misleading. Saccharin is a substitute only for the taste of sugar. Sugar is a valuable food, which tastes sweet; saccharin tastes sweet, but has no food-value whatever. If an individual has a 'taste' for sugar and if the natural method of satisfying that taste, that is, by sweet food or drinks, would be injurious, as in certain pathological conditions, such as diabetes and obesity, then by all means use saccharin—the taste without the food.

"But the universal liking for sweets possest by normal men, women, and children is not a mere whim to be pampered by deceiving the palate. On the contrary, such a taste is the normal expression of a physiological need for that particular sort of food, which the individual unconsciously

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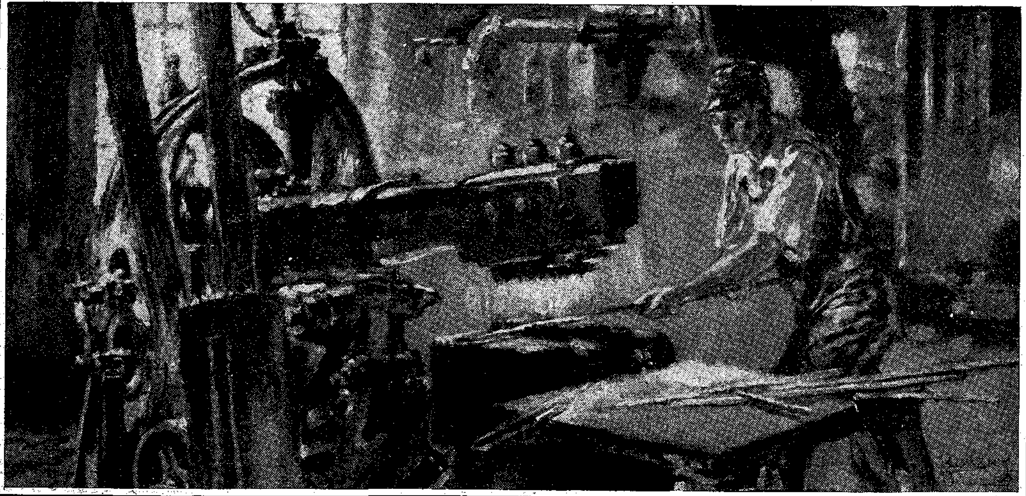
By saving, we mean not only gasoline saving, but tire saving, and that *still greater* saving which results from marked infrequency of repair.



FOUR mighty blows to the second, but each one so nicely timed and delivered that it shapes as by magic the red hot bar in his skilled fingers. Here is all the craft of the ancient blacksmith, with the speed and economy of modern science. Here are all the ideals of half a century of success, that the Forgings, Tools, and Machines of the First Commercial Drop Forging Plant in America may still stand preeminent.

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SCIENCE AND INVENTION

Continued

associates with a sweet taste, that is, sugar. There is sound reason for believing that sugars supply a particular body-need better than any other food. On account of its great solubility and because of the great speed of its digestion, sugar is absorbed almost immediately from the stomach and intestines into the blood stream and is then immediately available to the cells. The time required for the more extensive digestion necessary for all other foods is much longer.

"This fact explains the common observation of quick relief from fatigue which follows the eating of candy or sugar or drinks containing much sugar. Why did the soldiers crave candy? Why do mountain-climbers eat sweet chocolate? Why do children demand sugar and candy? Because it is ready-to-use food which they need. Our body-cells cry out for food, and it is proposed that we offer them saccharin: 'Or what man is there of you whom if his son ask bread will give him a stone?'

"This, in the writer's opinion, rather than the questionable toxicity, is the serious part of the saccharin problem. If the general use of saccharin is permitted, a natural and essential appetite for food will be mocked at but not deceived nor satisfied, and the total food-supply of the individual upon which depend his health, contentment, and efficiency will suffer.

"The total normal consumption of sugar in the United States is given at about four million tons per year. Calculated on the basis of its food value, the amount of sugar eaten by the average individual is equal to about one-tenth of the total food required to keep his body warm and to do the day's work. If an average normal individual were to substitute saccharin for all of his sugar, he would as a result either eat 10 per cent. more of other food, reduce his muscular work by 10 per cent., or lose body weight. And in addition he will reverse the too popular doctrine and get 'nothing for something,' no matter how cheap the price of saccharin."

SAVING THE PIECES

SINCE the armistice, says a writer in *The Scientific American* (New York), salvaging of metal on a large scale has been going on in all of the war-areas of the West Front. Thousands of tons of old iron have been salvaged from all the battle-fields. We read:

"A good share of this salvage work has been performed by the troops of the Allied armies, but also a large amount of it has been done by the German prisoners of war. At practically all the railroad-stations in the neighborhood of Étain and Bar-le-Duc train-loads can be seen of the crooked, rusted barbed-wire entanglement-rods, stacked up like cord-wood, waiting for shipment. There are small mountains of miscellaneous scrap-iron, and piles of heavy corrugated iron sheets are a characteristic sight in salvage dumps and railroad-yards throughout the battle region. In the center and toward the eastern end of the line this work has been carried nearer to completion than at the northwestern end. In the northwest, along the British front, the salvage work has proceeded a bit more slowly, perhaps, but certainly not less thoroughly. In the winter and spring just past German prisoners of war were going over the shell-shot battle-fields which had been a part of the British front, tearing down the corrugated iron shelters, picking up 'duds' or unexploded shells, clearing the thickets of barbed wire and *chevaux de frise*, storing and piling up all the salvaged metal in the dumps, and loading it on the freight-cars and canal- or river-barges. In the salvage dumps you can see wrecks of *camions*, tanks of all descriptions, great piles of metal helmets, rifles, bayonets, knives, shells, and shell-cases, machine guns, and, in fact, all the metal débris of warfare, but the one lasting impression made on most observers is that of acres of corrugated iron sheets, and barbed wire, and the twisted rods around which the barbed-wire entanglements had been made. In a good many areas the artillery-fire had been so intense that the soil has been ruined for agricultural purposes. In such cases, the salvaging is simply to remove the dangerous explosive agents, and recover the metal junk. In the agricultural districts, however, in cases where the shelling was comparatively light, and the land had been dug up to make trenches, the salvage work is closely tied up with that of agricultural reconstruction."

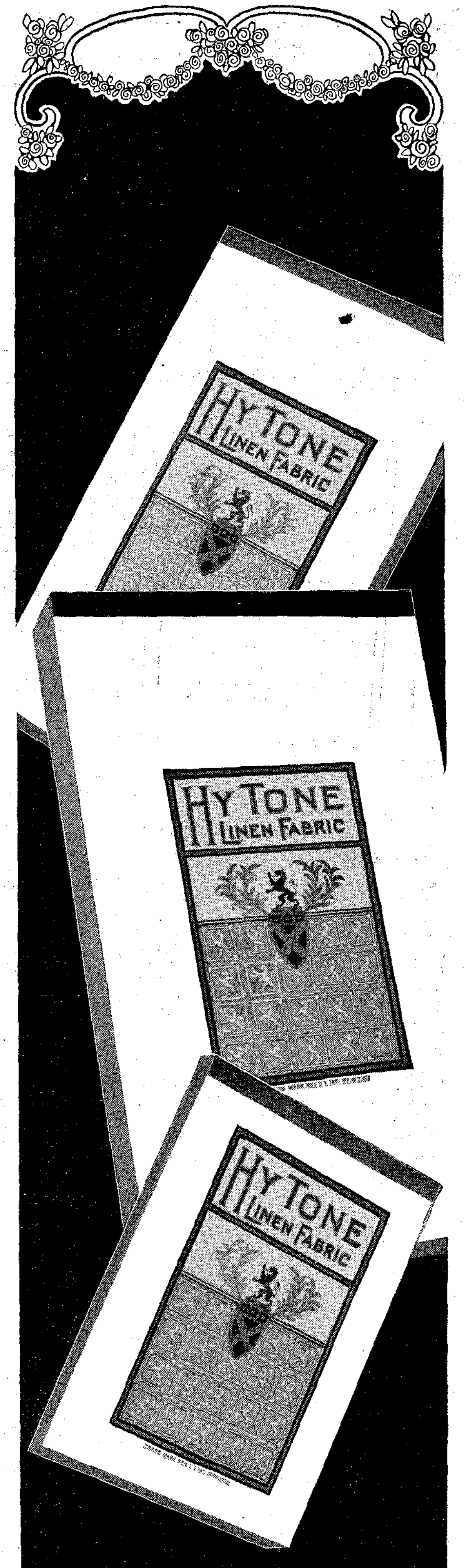
WHAT TO DO WHEN OIL AND WATER MIX

OIL and water won't mix, says an old proberb—but they do. Crude oil has water in it, either in large globules or small particles. The water gets in by infiltration into oil-bearing sands. The problem of its removal has confronted petroleum-producers ever since the first of them "struck oil." Heat, centrifugal force, and chemical action have all been used; but the very latest method is electrical dehydration, which H. N. Sessions, writing in *Edison Current Topics* (Los Angeles, Cal.) pronounces superior to all the others, asserting that its universal use will soon be a necessity. Our quotations below are from an abstract of Mr. Sessions's article in *The Electrical Review* (Chicago). Says this paper:

"The presence of water in crude oil is natural and inevitable. Water may be present in crude oil in the form of large, free globules, which settle out in time if allowed to stand, due to their greater specific gravity, or small particles of water may be held in suspension or trapt in emulsion with the oil, and these will not settle out at normal temperatures and pressures even if the mixture is allowed to stand indefinitely.

"The weight and volume of the water particles carried in suspension depend upon the viscosity, temperature, and gravity of the oil; hence there is no fixt ratio between the water held in the free globules and that contained in the particles of water in emulsion. Some producers dispose of their crude oil without extracting the water from it, and the purchaser is allowed a rebate on the percentage of water he is able to prove the oil contains. Such practise is characteristic of the early-day wastefulness in the oil-fields, when little regard was given to economy and efficiency in handling and marketing crude oil.

"Not to dehydrate at the wells works an injustice to all concerned. The car-load freight-rate on crude oil from Bakersfield



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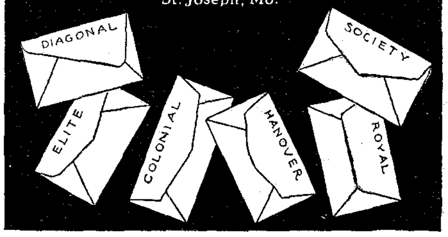
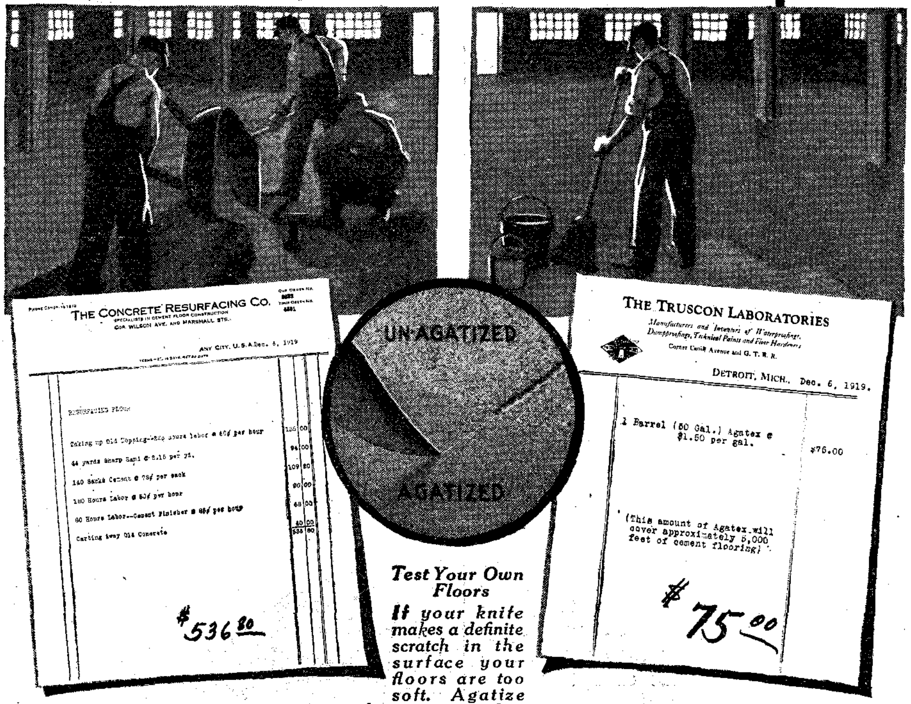


Which bill would you rather pay?



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Detroit, Mich.

SCIENCE AND INVENTION
Continued

to Los Angeles is four cents per barrel, and the shipment of a 12,500-gallon car of undehydrated oil, which carries 35 per cent. water in emulsion, means that some one must stand the transportation expense for four thousand gallons, or thirty thousand pounds, of water in the car. This reduces the useful capacity and purpose of expensive rolling stock and makes the freight-cost of the oil delivered, less the water, six cents per barrel. The oil could be dehydrated electrically before shipment, including all costs and royalty, for less than two cents per barrel with electricity at two cents per kilowatt-hour.

"There are seventeen electrical dehydrating plants now operating in the Whittier district in California. The oil companies using the electrical equipment are enthusiastic over the results obtained, and in many cases oil heretofore unfit for use and rebellious to other methods of dehydration is made marketable by the process of electrical dehydration.

"The oil treated in the above-mentioned seventeen plants ranges from 15 to 50 per cent. water, and the average amount of oil net after treating is approximately eighteen barrels per kilowatt-hour, or one-ninth of one cent per barrel for electricity at the rate of two cents per kilowatt-hour. Electrical dehydration causes practically no loss of gasoline, and the records show that after treatment the gravity of the oil is raised from one to two degrees, giving it in consequence an increased market value. This increase in market value in some cases is enough to pay the cost of dehydrating. The opposite is true in the heating process, because crude oil containing any appreciable gasoline will suffer evaporation under the temperature necessary to break down the emulsion, and naturally the loss of gasoline means less dehydrates, less gravity, and less market value."

While the heating process necessitates close watchfulness, the electrical plan, it is claimed, involves practically none. The heating process discolors the oil, impairing its market value; the electric dehydrator clarifies the oil, leaving its natural color. The low fire hazard with electricity is also important. The writer goes on:

"The electric dehydrator effectively treats oils of different grades at the same time without in any way impairing their efficiency. On a test, twenty-eight gravity crude oil containing 25 per cent. emulsion at a temperature of 70° was cleaned simultaneously and separately with thirteen gravity oil containing 30 per cent. emulsion at a temperature of 180° by the same electric dehydrator, and the dehydrates showed only 1.3 per cent. water and foreign matter in suspension, a limit of 2 per cent. being permissible.

"Oil containing 85 per cent. emulsion has been successfully dehydrated electrically. The Quintuple Oil Company in the Whittier district electrically dehydrates oil as it comes from the well from a mixture of 12 per cent. water to only 0.1 per cent.

"The electric dehydrating plant is made up of units called treaters. The usual size is a four-treater plant and the cost installed is about two thousand dollars per treater. The cost of installation is generally borne by the oil companies, and the ownership of

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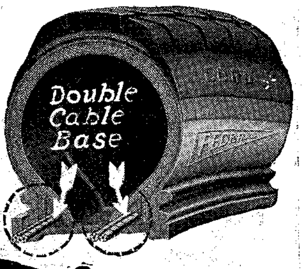

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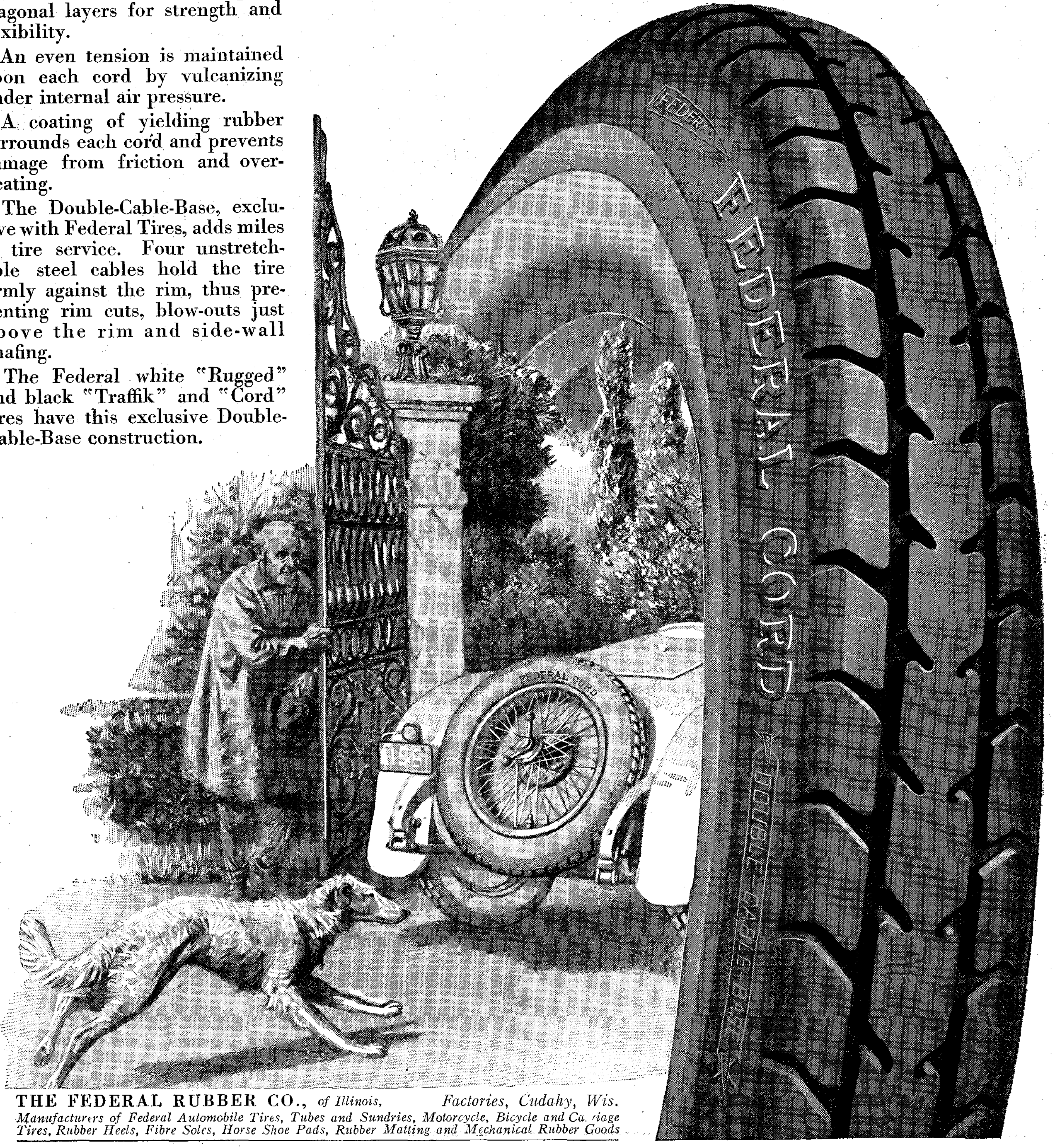

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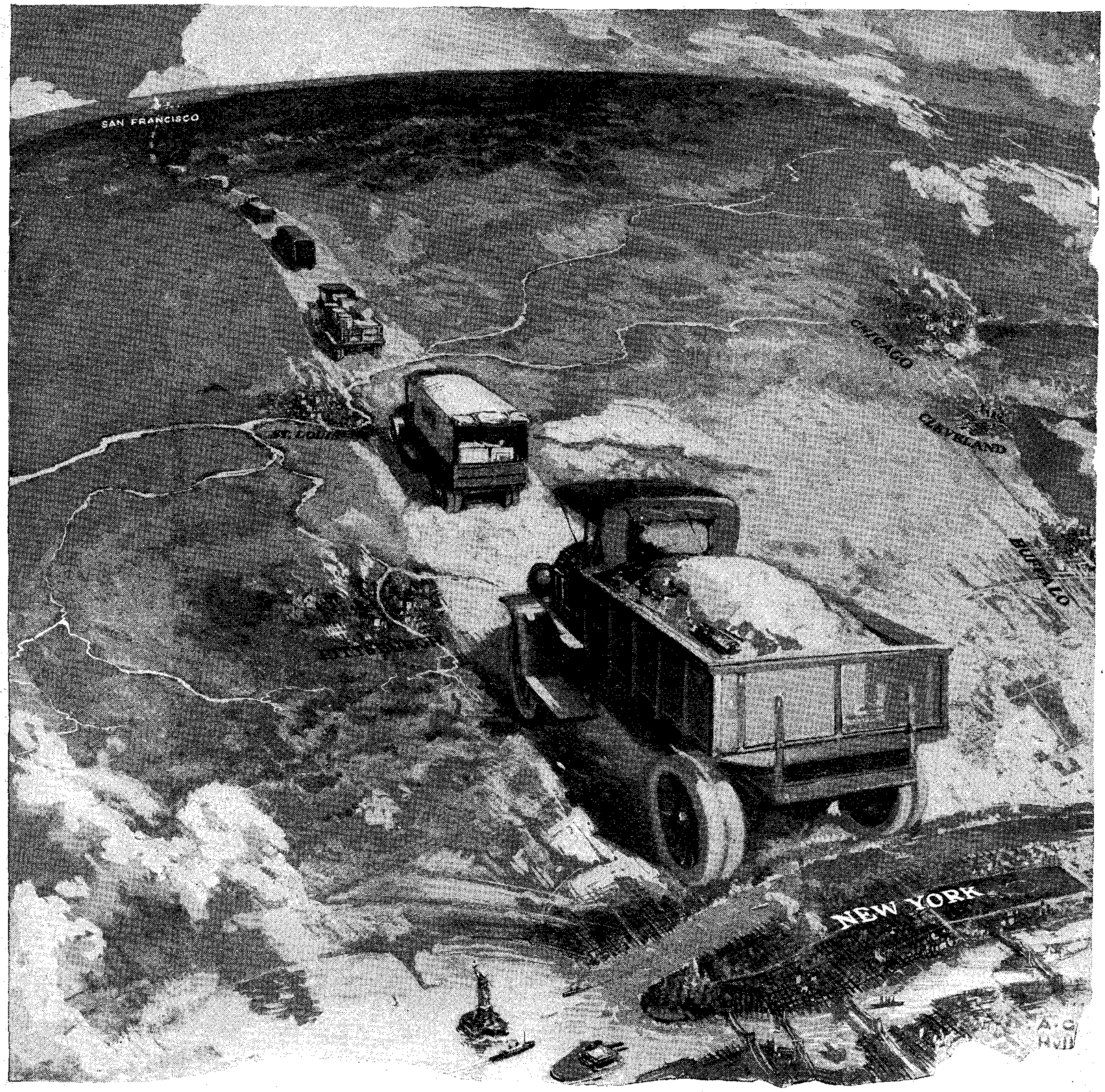

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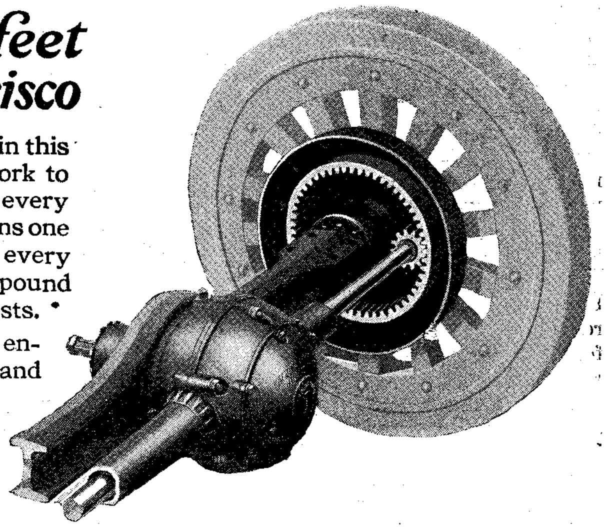
There are enough trucks equipped with Torbensen Drive in this country to make a squadron that would reach from New York to San Francisco—over twenty-seven trucks to the mile—a truck every 197 feet. These trucks each day can haul over five million tons one mile—one hundred pounds of merchandise or raw products for every man, woman and child in the United States; and on every pound there is an actual and important saving in transportation costs.

It has been proved that Torbensen transmits over 92% of engine power to rear wheels. Torbensen saves on gas, oil, tires and repairs. It is dependable, does not fail under heavy loads in hard going, will stand an unusual amount of punishment and in all respects is a great rear axle for trucks. That is why more Torbensens are in service than any other type of truck rear axle.



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TORBENSEN
INTERNAL GEAR
TRUCK DRIVE

SCIENCE AND INVENTION
Continued

the dehydrator is retained by the manufacturers, who also exact a royalty from the oil companies on each barrel of dehydrate produced. There are several successful electric dehydrators on the market. One manufacturer claims to have placed machinery which is now cleaning about two million barrels of emulsion per month.

"In general, the electric dehydrator operates on a single-phase alternating current at a pressure of eleven thousand volts. The emulsion is passed between highly charged electrodes, and in this electrostatic field the small globules and particles of oil, by static attraction for each other, form in chains which in turn coalesce into free water that readily settles to the bottom of the treater and can be drawn off. In certain leases where water is very scarce, the water electrically removed from the oil is of considerable value."

THE FIRST AMERICAN APARTMENT-HOUSE—Three years ago the American Museum of Natural History undertook the excavation of an ancient Pueblo ruin in Aztec, N. M. The early finds aroused considerable public interest, and the "Aztec ruin" became widely known as the first American apartment-house. During the past month the Museum party, it is announced by a press bulletin, has uncovered a new section of the ruin, revealing several rooms filled with sand and fallen débris. We read:

"These rooms were in perfect condition, just as left by the last occupants. The ceilings were standing and the objects left by the inhabitants scattered about on the floor. Nothing had disturbed them except the fine layer of dust sifted over all. One of the rooms had been filled to the ceiling and was found to be a burial room. Mr. Morris wrote briefly to Dr. Clark Wissler, curator of the Department of Anthropology at the American Museum, concerning his most recent findings: 'In two second-story chambers there was a large accumulation of dry refuse. One of these yielded some excellent specimens of textiles and a burial with wrappings in a very good state of preservation. Above the refuse in the other room there were upon the fallen third floor a surprizing number of stone implements, several bone tools, some beautifully worked wooden boards, seven coiled basket plaques (three well preserved), and a digging implement with handle of wood and blade of mountain-sheep horn. In the refuse beneath this layer we have to date found the burials of five children (three with wrappings perfectly preserved), four baskets in excellent shape, a wooden dipper, some beads, and various odds and ends. Three-fourths of the deposit is still to be gone over. The outer covering of the wrapt bodies is particularly interesting. Each body was placed upon a rush mat. Then the sides were folded inward and one doubled upward. The whole was then tied into a long package with cord or yuca strips. As yet I have not opened any of the bundles, so do not know what the interiors may contain besides the bones. These finds certainly are important. They are different from anything we have previously uncovered.'

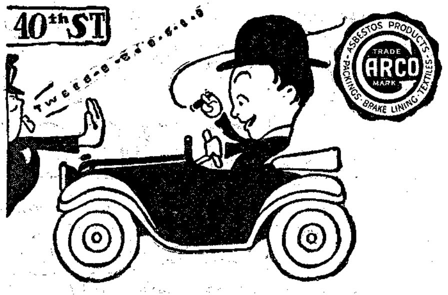
"As a result of the excavations, Aztec has become a popular resort for visitors. About one hundred miles southeast of the famous Mesa Verde Park (in which the finest cliff-houses are to be found), and not over two hours' ride from Durango, Col., the ruin at Aztec is an attraction to all automobile tourists. During the present year more than twelve hundred people visited the ruin. In contrast to the tiny cliff-houses of the park, the great Pueblo ruin with its three hundred square feet of area and its four hundred rooms, is wonderfully impressive. The greater part of the remains is now uncovered, and visitors may walk over the tops of the massive walls, gazing down into the many chambers. Very interesting are these walls—approximately three feet thick, and built of drest sandstone carried piece by piece by the tireless builders from the quarries of which the nearest lies two and one-half miles from the ruin. For this prehistoric people had no beasts of burden. The cedar logs, from eight to twelve inches in diameter, which support the floors and ceilings of all the rooms, were also conveyed from a distance. For no such trees grow in the vicinity of Aztec, nor are there any indications that they have ever grown there. But if one follows the course of the Animas River toward its source in the mountains, he will, after a journey of one hundred to one hundred and fifty miles, reach an ancient forest where great cedars grow. This river passes within a few rods of the ruin. It is, therefore, safe to infer that the ancient builders of the present ruin journeyed to the forests above, cut these huge logs, and rafted them down the stream. As they lived in a stone age and had no tools of metal, these logs were worked with stone axes. Their ends are cut smooth and square and one can still see on their surfaces the marks of the stone tools."

LAKE MICHIGAN'S SINGING-SANDS

MUSICAL, or "singing," sands are found in many parts of the world. Those of the dense region of Lake Michigan are described in *Science* (New York, November 28) by W. D. Richardson, who advances a theory to account for the sounds that they give out when walked upon. Throughout this region, Mr. Richardson tells us, the sands near the water's edge, in dry weather, emit a peculiar but definite and unmistakable sound when the foot of the pedestrian pushes through them. This is a source of delight to children and an inciter of the curiosity of their elders, who rarely pursue the subject far enough to arrive at an explanation. The sound is produced not only by the leather-shod foot, but also if the bare foot or hand is struck through the grains or if a stick is trailed behind. He goes on:

The sound has been compared, or the attempt has been made to relate it, to that produced by the pedestrian walking through soft snow; to the crunching noise so frequently noticed when walking through snow after very cold weather or by the wheel of a vehicle on such snow; also to the sound emitted by hard, granular snow when one walks through it; but it is like none of these, and has a distinctive character all its own.

In a preliminary way several observations should be recorded as to the bearing



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Alopecia!

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"PURE AS THE PINES"

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SCIENCE AND INVENTION
Continued

of location and conditions of various sorts on the singing-sands. The sound is produced only when the sand is dry, and apparently the drier the sand is, the louder the sound produced. In wet weather, or when the sand is moderately moist, the sound is not produced. In summer, and indeed in the hottest weather, the sound seems to be loudest, other conditions being the same, but it can be clearly heard at all seasons of the year, including winter, whenever the sand is dry. As one walks away from the water's edge he may be astonished to find out that the sound-producing sand ceases rather abruptly about fifty to one hundred feet from the shore-line. These limits may vary at different locations, but, on the whole, they are substantially correct. Back and away from the shore-line, in blowouts and on the sides and tops of the dunes, the sound is never produced. There is no observable difference between the sand located near the shore and that located farther back or that forming the dunes, and indeed the sand which is washed up by the waves is that which, blown by the wind, goes to form the dunes.

The upper beach limit of the singing sands is practically identical with the upper wave limit, that is, the boundary reached by the waves during storms. This limit is marked roughly by the line of driftwood and the lower limit of vegetation. The singing-sands are, therefore, all subjected to periodical contact with the water of the lake and are moistened and washed by that water.

These observations include, I think, all the obvious ones in connection with the singing-sands. The most casual observer will remark with astonishment their very sharply defined upper limit. As one walks from the water's edge up the beach and crosses the upper wave limit, he notices a sudden cessation of sound as he passes the upper line of driftwood and the commencement of vegetation. Beyond this point he may proceed into a blowout of clear sand quite identical in appearance, macroscopic as well as microscopic, and of the same composition by ordinary methods of analysis, and yet this sand fails entirely to produce the sound of the beach sand. His first conclusion would be that the proximity of the water and waves of the lake must have some relationship to the sound-producing grains. . . . . . .

My hypothesis briefly stated is this: The sand grains on the lower beach and as far as the upper limit of the storm beach are bathed periodically by the waters of the lake which contain various salts, including calcium and magnesium bicarbonates. This water dries on the grains of sand, coating the surfaces with an extremely thin film of salts, including calcium and magnesium carbonates. This film is of such a nature as to create considerable friction when rubbed, and thus when the grains are brought into contact with various surfaces a sound is emitted. One may compare the action of the film of dried salts on the sand grains with the action of resin on the violin bow. The beach sand is, of course, the same sand which later goes to form the dunes when transported by the wind, but during this transportation, due to the abrasive action of grain against grain, much of the salt film is rubbed off and carried on by the wind in the same manner that clay dust is, to be deposited in quiet places as on the forest floor beyond. After deposition in blowouts or on dunes, the grains are subjected from time to time to the leaching action of rain-water, and this completes the removal of calcium and magnesium carbonates (in the form of bicarbonates and of the other salts), so that the original sand-grain surface is restored, or, to speak metaphorically, the sands lose their singing voice. . . . . . .

Experiments to prove or disprove the hypothesis readily suggest themselves. Some of the singing-sands could be transported from the beach and placed in a perforated vessel, box, or barrel, on dune or in blowout and left to be subjected to the action of rain for a considerable period of time, or some of the singing-sands could be subjected to a tumbling action by rotating, as in a laboratory rotating tumbler. After this some sand could be subjected to the leaching action of distilled water saturated with carbonic acid. For a third experiment, some of the dune or blowout sand could be wetted several times with lake water and subjected to a drying action between the wettings. Suitable sound tests should, of course, be made at the proper times.

These experiments should be performed by some one residing by the lake shore either permanently or during the summer, so that advantage could be taken of changing weather conditions and rain-storms.

UNCLE SAM'S ALASKAN RAILROADS

IT has become apparent that the Alaskan Engineering Commission will be unable to complete the Alaskan Railroad with the original appropriation of thirty-five million dollars. A new bill has, therefore, been introduced into Congress appropriating an additional seventeen million dollars for this work. The bill has passed the House and been favorably reported to the Senate calendar by the Committee on Territories, as reported in *Mechanical Engineering* (New York). Says this magazine:

"The engineer of the commission, J. L. McPherson, explained to the committee why it was more economical to construct the line in two sections, and further explained that the original appropriation was insufficient because wages had increased 59 per cent., cost of material had increased up to 161 per cent., and cost of transportation up to 147 per cent. The average cost per mile of the completed line will not exceed $73,300, which is regarded by Mr. McPherson as a very good showing when the difficulties of railroad-work in Alaska are considered. The road consists of six hundred and one miles of track, including sidings.

"The greatest expense yet to be met is for new work on various sections. One of the heavy items of expense will be the bridge over the Tanana River, which it is estimated will cost $1,220,298. Approximately fourteen million dollars of the proposed appropriation is required for new work; the remainder is for reconstructing the Alaska Northern Railway, rehabilitating the Chatanika Branch, constructing terminals and bridges, and for rolling stock and expenses in excess of revenue.

"It is expected that the development

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ISSUED YEARLY
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JUST off the press—contains all of the very latest changes in the rules of 300 card games. 250 pages brimful of valuable suggestions on winning play and complete rules. Teaches you how to play any game from "Solitaire" to "Auction Bridge". Gives you hints for improving your play. Sent prepaid at the cost of publishing, only 20 cents. Send coupon or write for this NEW Book, get from your dealer a pack of

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Of course, you know Bicycle Playing Cards—the high-grade, very desirable, yet reasonably priced pack. Air-cushion finish prevents sticking together. Flexible in handling. Large, easily read indexes quicken play and prevent mistakes. Most card players use them—everybody likes them.

Congress Playing Cards are of de luxe quality—ideal for prizes, gifts and for social play. Gold edges, full color art backs, telescope cases.

REVELATION—The New and Marvelous Fortune Telling Cards

They answer absolutely every question on any subject—love, business, health or wealth—the past, present and future. Worlds of excitement and fascination. You can also use them to play "The Mystic Game, 357", which can be played with no other deck. One color back, in tuck case 50c per deck; colored back design, gold edges, in telescope case, 70c. From your dealer or postpaid.

Order a deck of REVELATION Cards when you send for the "Official Rules of Card Games", but send for the book today so you will have it when you need it. *20 cents postpaid.*

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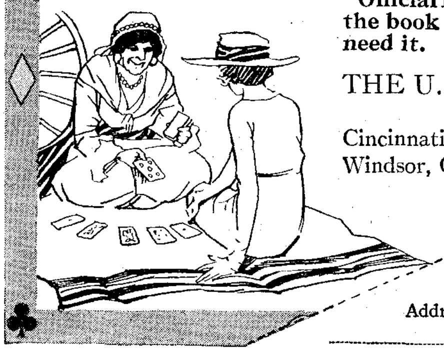

What about those ugly skin blemishes?

Why don't you get rid of them? Be free to enjoy life—not unhappy because wherever you go people are noticing your poor complexion.

RESINOL SOAP is just the help you need in that direction. Its wholesome lather roots the impurities out of the pores and helps to make the skin as nature intended it to be—radiant and healthy.

It is also excellent for the bath and general toilet use. The Resinol medication it contains makes it an ideal cleanser for the hands which should be washed many times a day as a safeguard to health.

At all druggists.

Resinol Soap

Discriminating men like Resinol Shaving Stick because it soothes and refreshes the face, while supplying a rich, creamy, non-drying lather.

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Made in America—
Used 'round the world

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It is easy to write with this pen

The perfection of Esterbrook No. 556 as a writing instrument is proven by the fact that it is used in great quantities in penmanship classes of American schools and colleges.

Its fine line sensitiveness—its smoothness in action—and its great durability, due to its being highly non-corrosive, make it the natural selection of expert penmen — both in this country and abroad.

Send or telephone to your nearest dealer, asking for samples. 15c a dozen, assorted or of your favorite pen.

THE ESTERBROOK PEN MFG. CO.
4-70 COOPER STREET
CAMDEN, N. J.

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Esterbrook Pens

SCIENCE AND INVENTION
Continued

made possible by this road will be comparable to the development which followed the construction of transcontinental lines in the United States. This is especially true if the main line of the road is connected with the base of Mt. McKinley.

"Investigations of the committee indicated that in addition to the mineral resources of Alaska which this road will open up, there is every prospect of Alaska becoming an important producer of agricultural crops. Investigation further developed that private capital had probably not built a line through this country because the Government owns 99 per cent. of the area of Alaska, which makes the Government the logical interest to construct such a railway."

STILL THE AGE OF RAILS—In many ways the age in which we are living may be called the age of rails, thinks *The Electric Railway Journal* (New York). Mankind owes much of its progress to the genius who first conceived the idea of increasing the facility of moving heavy loads by some means other than that of a wagon upon a dirt-road. The writer continues:

"The development of this country from a collection of isolated States separated by vast rivers, miles of prairie-land, and high mountain ranges into one big union closely knit together has been due more to the use of rails than to any other agency. The Union Pacific Railroad may be said to have recreated the nation when it united East with West. Along similar lines, large cities would still be collections of hamlets were it not for the swift communication furnished by the street-railways and rapid-transit railroads. The war just closed could hardly have been prosecuted so swiftly and successfully had it not been for the transport of materials, troops, and big guns by means of rails which ran almost right up to the first-line trenches. As the ancient Romans built their famous roads for the easy and rapid movement of their impedimenta, so to-day we build military railroads for exactly the same purpose. Thus rails are seen to be one of the greatest aids to progress either in peace or war. We have been led to the expression of these thoughts by the undercurrent of opinion which seems to take the view that the automobile and the gasoline-engine will soon supplant either the rails of the electric street-railways or the electric motors used for the propulsion of cars upon the rails. . . . There are no well-grounded fears that the gasoline-engine will replace the electric motor for car-propulsion in the passenger transportation field. Likewise, any one who will carefully analyze the conditions under which automobile-buses are operated in large cities will find no good reason to fear the immediate abandonment of the rail. It still remains as the best means of supporting large, rapidly moving masses with the least wear and tear upon both roadways and equipment. The rail will stay with us for a long time to come, and the problem confronting us is not related to its abandonment. On the contrary, we must study its greatest possible use with respect to track design in its relation to the light-weight car."

SCIENCE AND INVENTION
Continued

HOW DO YOU DRINK?

HOW much do you drink? This is the physiologist's question. What do you drink? is regarded by the temperance advocate as an important query. The question at the head of this article should really take precedence of both, if we are to credit a writer on "Physiologic Drink-Control," in *The Lancet* (London, October 18). This writer takes as his subject a discussion held recently at a meeting, in London, of the Society for the Study of Inebriety. The members, he says, were much imprest by the results of the measures elaborated in 1915, in Britain, by the Central Control Board of Liquor Traffic. These aimed at control by physiological regulation, as by dilution and the prescription of stated hours, which are regarded as more scientific than absolute prohibition. Says the writer:

> "Many are now coming to realize that . . . to insist on universal abstinence is to lose the desired result by the deification of the means. The measures of the board were based primarily on general physiological principles, . . . and Lord d'Abernon has a substantial basis both of experiment and experience in insisting upon the governing principles of physiological control as dilution, including the specially important sort of dilution effected by food, and discontinuity in the hours of drinking. With dilute solutions the maximum level of alcohol in the blood is lower and more slowly reached than is the case when the drug is taken in more concentrated form, and there is recent evidence for the belief that the same amount of alcohol is decidedly less intoxicating when taken in the form of beer than when taken in the form of spirits. Physiological regulation aims at promoting temperance by qualitative rather than quantitative methods. There is some little doubt as to the relative share taken by the Food Controller and the Liquor-Control Board in the results achieved during the war, especially as it has been alleged that the effects were as manifest in those parts of the country which were controlled by the former alone as in those where both factors came into play. But if we agree with Mrs. Scharlieb that during the past four years there has been no real change in the national conscience, it may be well, without inquiring too closely into their relative value, to continue with the qualitative methods, which are still open to us in normal times, when the quantitative methods, tolerated during a grave period of external emergency, can no longer be put in practise without too drastic an interference with personal taste and established custom. How the nation drinks may, in Lord d'Abernon's phrase, prove more significant than how much the nation drinks."

Efficient Lovers.—"I find that my husband has been having the office-boy call me up every day and mumble words of endearment."

"I wonder you didn't find it out sooner!"

"Well, I've had the cook answer all calls from the office."—*Cartoons Magazine.*

Spring
Summer
Fall
Winter
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PENNANT BRAND
FRESH ROASTED WHOLE
SALTED PEANUTS
CAUTION

The all-year 'round nut best all the year 'round

These crisp and delicious **Planters Pennant Salted Peanuts,** whole roasted and free from skins, are just as fresh and tasty in Winter as in Summer, in the Fall as in the Spring. Prepared in **Planters'** inimitable way, they are salted exactly to that flavor that makes them irresistible.

In the glass jars they keep firm and crisp, if the lid is on tight, regardless of how long they have been on the dealer's shelves or in your possession.

16-oz. tin box, 75c; 10-oz. jar, 50c; 6-oz. jar, 35c; glassine bag, 5c

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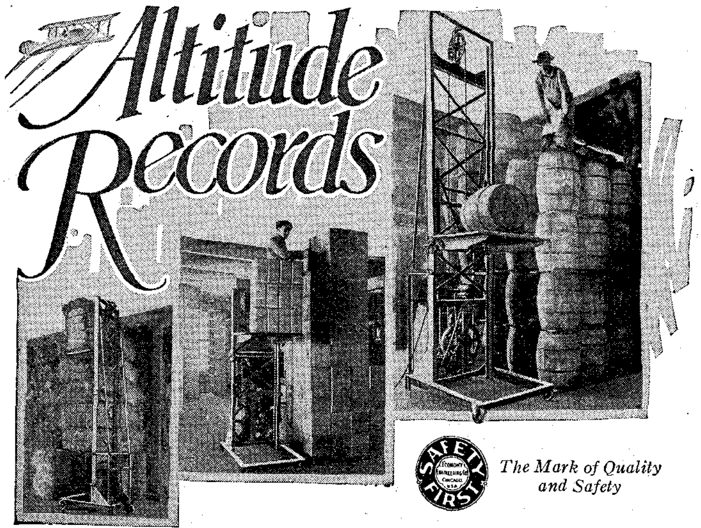
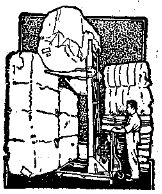
TO DEALERS—If you are unable to obtain Planters Pennant Peanuts, write to us at once giving name and address of your jobber, and we will advise you how to obtain them promptly.

Planters PENNANT BRAND PEANUTS
"THE NATIONAL SALTED PEANUT"

Altitude Records





Piling Roll Paper

Storing Barrels

The Mark of Quality and Safety

BEFORE the pioneers of aviation began to vie with one another in the mastery of space above the clouds, Economy Storage Engineers were establishing altitude records of another sort. They had found a way to conquer the space in warehouses that was costing industry millions of dollars through idleness.

They had made it possible to pile heavy packages to the limits of the storage space—higher than men could reach. They had made *all* space accessible—even the inverted pyramids that flanked both sides of the aisles where men "stepped" the packages, improvising stairways to reach the top.

The records established by Economy Storage Engineers in more than a hundred different lines of industry are open to inspection. They may suggest to you ways and means of better utilizing your space and conserving labor, for the Economy System of Storage Handling is not only a saver of space and labor but is elastic enough to fit all requirements.

Our new book, "Saving Wasted Millions," tells the story. May we send you a free copy?

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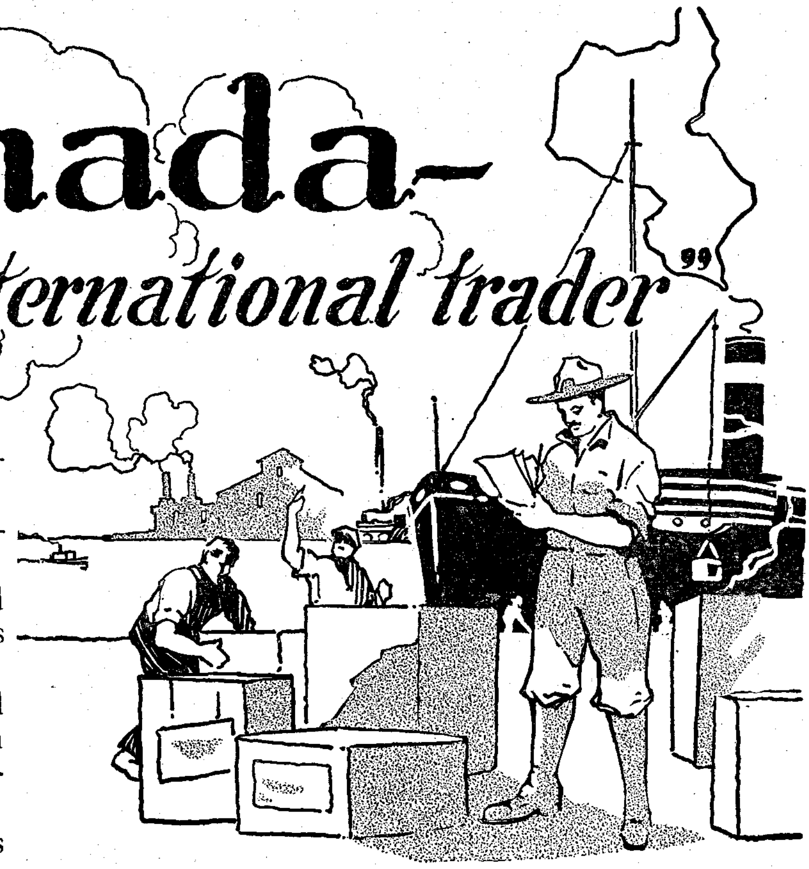
Standard Steel Construction Co., Canadian Manufacturers and Selling Agents, Port Robinson, Ont.

ECONOMY SYSTEM of STORAGE HANDLING

Canada—

"an international trader"



500 United States branch factories are located in Canada.

This number is being constantly and rapidly increased.

Every week some new and important U. S. House opens for business in Canada.

An immense quantity and variety of goods are made in Canada for domestic consumption and for export.

In addition, Canada buys $2,000,000 worth of goods per day from the United States.

Canada's yearly trade is over two Billion Dollars, or one-fifth that of the United States.

Canada is an "international trader" of growing importance.

What do you make or sell?

Canada wants articles that lessen labor:

—the best of things to eat and wear;
—every necessity and convenience;
—*and Canadians have the money to buy them.*

Sell to the Canadian people. Establish a demand for your goods there. Advertise in the national medium—

THE DAILY NEWSPAPERS OF CANADA

They will carry your message to every nook and corner of the Dominion. 10% of your U. S. advertising appropriation will cover Canada thoroughly and efficiently.

Start now!

Ask these papers for details of the market they serve.

Have your advertising agent prepare a brief on the Canadian market for your goods—and the cost of a campaign in The Daily Newspapers of Canada.

Place	*Population*	*Paper*	*Place*	*Population*	*Paper*
Halifax, N. S.	53,000	HERALD & MAIL	Winnipeg, Man.	225,000	FREE PRESS TELEGRAM TRIBUNE
St. John, N. B.	55,000	STANDARD TELEGRAPH & TIMES	Regina, Sask.	26,105	LEADER
Montreal P. Q.	800,000	GAZETTE STAR LA PATRIE	Saskatoon, Sask.	21,054	PHOENIX STAR
Quebec, P. Q.	100,000	TELEGRAPH	Calgary, Alta.	56,302	ALBERTAN HERALD
Ottawa, Ont.	121,675	CITIZEN JOURNAL DAILIES	Edmonton, Alta.	53,794	BULLETIN JOURNAL
London, Ont.	60,000	ADVERTISER FREE PRESS	Vancouver, B. C.	120,000	SUN
Toronto, Ont.	525,000	GLOBE WORLD (S. & D.) STAR	Victoria, B. C.	45,000	COLONIST

Prepared by SMITH, DENNE & MOORE, Limited, Advertising Agency, Toronto and Montreal

MOTORING - AND - AVIATION

REAL MOTORING PERILS IN THE MOVIES

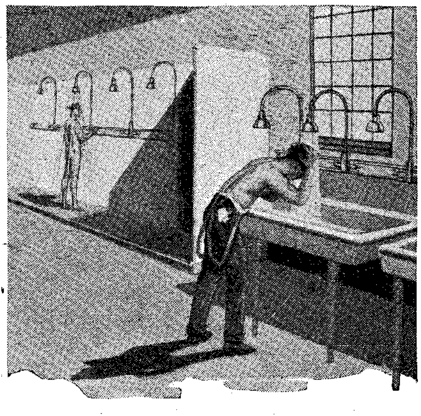
IF you are thinking of joining a Suicide Club, don't. It isn't necessary; you may retire from this life with a good deal more liveliness and general *éclat* by getting a job driving an automobile in the thrill part of a movie comedy. The persons who ordinarily hold these jobs are able in most cases, by nerve and training and physical dexterity, to escape sudden death, but any one desiring to part company with his mortal coil is advised to go through one of the "stunts" they commonly "pull" and miscalculate chances by the fraction of a second. The result would be all that the most "clubby" member of the most desperate Suicide Club could desire.

As for the men who do movie thrillers *à la* motor-car as a part of their day's work, the main reason that they seldom get hurt, according to C. A. Mera, who knows a lot of them, is that "Providence wants to see what else they can do before they get to the end of their rope." This curiosity on the part of Providence is no doubt shared by the movie public, which nowadays, we are told, demands real gasoline devils risking real necks and real cars and will not stand for "faked" pictures of perilous scenes. One well-known comedy company has two famous old cars, "which have been in the stunt business for years," Mr. Mera tells us in *Motor Life:*

> One is a Ford and the other an ancient Hup. It is usual to use Fords for comedy on account of the multitude of jokes that have been draped over Henry for many years. A Ford is just naturally funny. This one has been driven through rivers over its head. It has pitched over precipices.
>
> Not long ago they drove it through a sand-pile in such a way that the front axle was bent into the shape of the letter U. They thought old Lizzie was gone this time sure. However, they were not through with the scene, so it was decided to give her one more kick and finish her. They set the cameras and sent her slam-bang into a big pile of bricks and mortar. This resulted in bending another letter U into the front axle; but happily on the other side. So Lizzie came through the ordeal steering better than ever.
>
> All the motor stunts at the Sennett studio are in the hands of Fred Jackman, the chief of the camera men, who for years has had charge of the chases that bring nearly every comedy to a sensational close. He has a regular force of specially trained camera experts and chauffeurs who are trained to the madness.
>
> One of the A, B, C's of the education of a Jackman chauffeur is to make a machine skid.
>
> They have reduced skidding to such a fine art that they can't get the necessary thrills out of an ordinary slippery street any more. They select the slickest piece of pavement they can find and slickify it with a special preparation of soft soap and crude-oil until it is slippery as glass. Over this they make the machines waltz.
>
> "All the wrecked cars that you see on the street after every rain are absolutely unnecessary disasters," says Mr. Jackman. "These comedy-stunt chauffeurs have learned to send a car whirling round and round like a top, but stopping it at the exact spot I have previously marked on the pavement. It is just as easy to control a skidding car as a well-behaved one if you thoroughly understand driving. The secret is slipping in the clutch and giving her the 'gun' with sufficient courage.
>
> "To the inexperienced driver, it is peculiarly terrifying to feel the car waltzing around underneath him. As he sees the hind wheels catapulting toward a curb with frightful force he often knows that he ought to turn his front wheel toward the curb also and gives her all the power he has; but he usually lacks the nerve.
>
> "Our skidding isn't confined to light cars. Not long ago one of our chauffeurs turned a four-ton fire-engine four times round and round on a slippery street and stopt it five feet from the camera at the exact spot we had marked. Another driver whirled a truck containing eighteen men on a waltzing trip, making three complete circuits and stopping at the indicated spot.
>
> "There never would be any rainy-day accidents if all drivers understood the simple laws of skidding. One of the most important of these rules is: If you have to put on your brakes, use your emergency, not your foot pedal, and keep your clutch in."
>
> Mr. Jackman says that one of the wildest thrills that an automobile ever has been used in was in a recent Sennett comedy, wherein a light car went over a cliff near Santa Monica. The driver went from the top to the bottom of a precipice, which was so steep that a gang of men had to pull down the back end with a rope to keep it from pitching over head first and making an end-over-end trip to the bottom.

Speaking in general about the mechanical stunts put over in motion-pictures, Mr. Jackman says that the day of trick stuff is passed and that the theatergoer who is thrilled may reassure himself that the perils he sees are the real thing. According to the writer:

> Motion-picture directors at Los Angeles are constantly in search of locations where they can pull off new and dangerous mechanical stuff. For instance, there is a crossing on the Santa Fé Railroad near Los Angeles where the fast overland train comes by at the same hour every day and at the same rate of speed. Mr. Jackman and his assistants, by driving an automobile along the road which runs parallel with the tracks for some distance and then turns at the crossing, was able to estimate the exact speed to drive the automobile in order that they might successfully actually dash across in front of the train, in taking the picture. Cameras were set on both sides of the track.
>
> "This stunt, like all thrills in modern motion-pictures," says Mr. Jackman, "requires nerve on the part of the actors in the machine. Another trait they must possess is confidence in the others participat-



Make It Easy for Your Workmen to Go Home Clean

IT BUILDS MORALE

AN army either military or industrial fights or works according to its morale.

In the recent war military executives gave studied attention to the cleanliness of their men for they knew its stiffening and invigorating effect on their morale.

Industrial executives are giving this same attention to the cleanliness of their workers. They know how this cleanliness speeds production and keeps down the shop sick list.

It is in these shops, factories, mills, etc., that are getting maximum production that Speakman Showers and Wash-ups are usually found, for these fixtures allow workmen to free themselves from the grime, grease and dirt of their toil in the shortest possible time and with the least effort.

Another reason for installing SPEAKMAN Industrial Showers and Wash-ups is their freedom from up-keep cost (they rarely get out of order) and their economical features are such as valves that control the volume of water, also the Speakman mixometer which gives the desired shower temperature instantly.

You would probably be interested in the helpful suggestions in our booklet, "Tone Up in Ten Minutes." A post card will bring it.

SPEAKMAN COMPANY
Wilmington, Delaware

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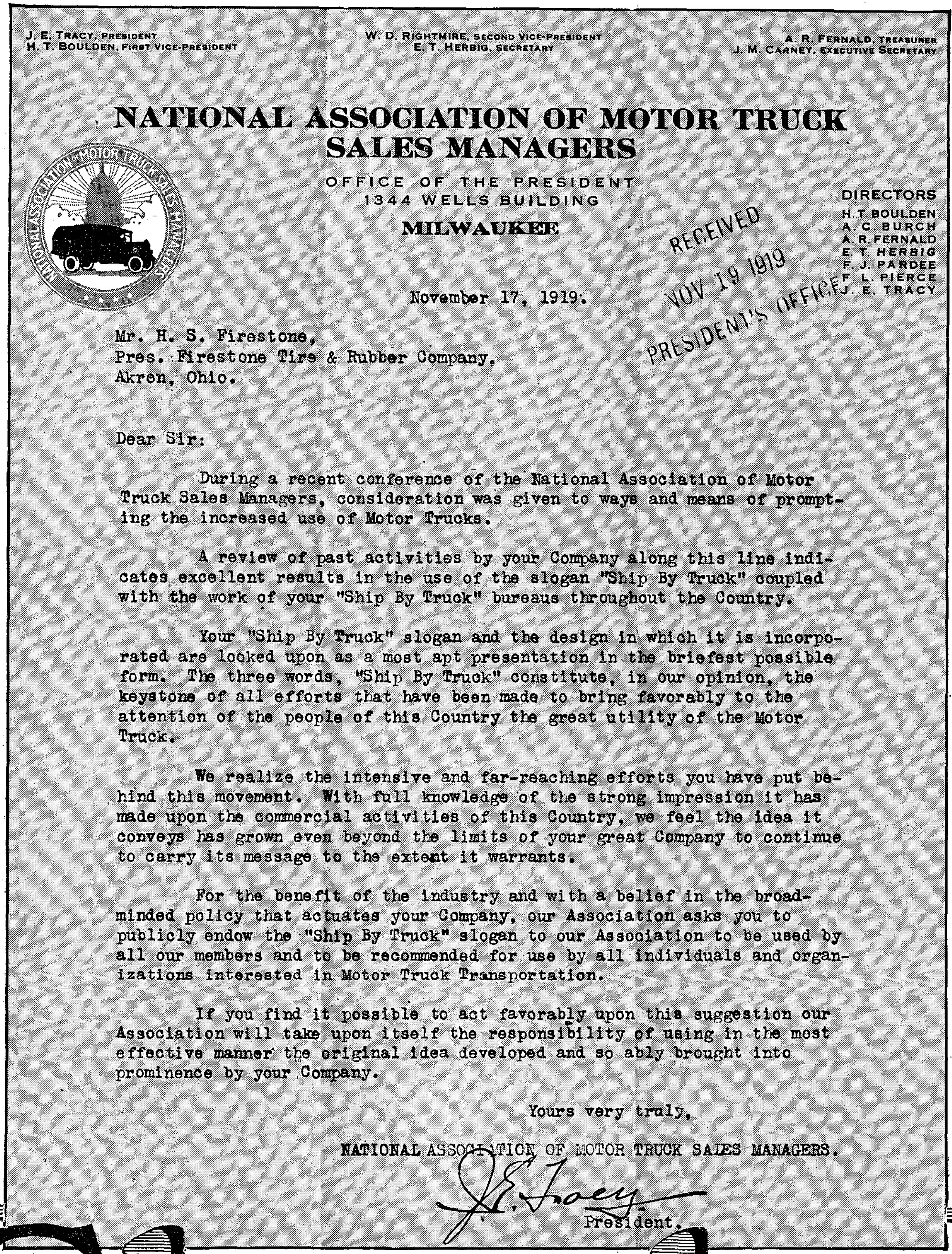
INDUSTRIAL SHOWERS
AND WASH-UPS



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NOV 19 1919
PRESIDENT'S OFFICE

November 17, 1919.

Mr. H. S. Firestone,
Pres. Firestone Tire & Rubber Company,
Akron, Ohio.

Dear Sir:

During a recent conference of the National Association of Motor Truck Sales Managers, consideration was given to ways and means of prompting the increased use of Motor Trucks.

A review of past activities by your Company along this line indicates excellent results in the use of the slogan "Ship By Truck" coupled with the work of your "Ship By Truck" bureaus throughout the Country.

Your "Ship By Truck" slogan and the design in which it is incorporated are looked upon as a most apt presentation in the briefest possible form. The three words, "Ship By Truck" constitute, in our opinion, the keystone of all efforts that have been made to bring favorably to the attention of the people of this Country the great utility of the Motor Truck.

We realize the intensive and far-reaching efforts you have put behind this movement. With full knowledge of the strong impression it has made upon the commercial activities of this Country, we feel the idea it conveys has grown even beyond the limits of your great Company to continue to carry its message to the extent it warrants.

For the benefit of the industry and with a belief in the broad-minded policy that actuates your Company, our Association asks you to publicly endow the "Ship By Truck" slogan to our Association to be used by all our members and to be recommended for use by all individuals and organizations interested in Motor Truck Transportation.

If you find it possible to act favorably upon this suggestion our Association will take upon itself the responsibility of using in the most effective manner the original idea developed and so ably brought into prominence by your Company.

Yours very truly,

NATIONAL ASSOCIATION OF MOTOR TRUCK SALES MANAGERS.

J E Tracy
President.

Ship by

An Appreciation and A Dedication

THE letter reproduced here, addressed to Mr. Firestone, by the National Association of Motor Truck Sales Managers, indicates that in something over a year the Ship by Truck movement has grown from an abstract idea to a mighty movement of national import.

States, municipalities, Chambers of Commerce, goods roads organizations, truck operators, the owners of truck express lines, the general public, the press, have aided to spread the news of the value of motor truck transportation.

Discussion has been followed by demonstration.

The Sign of Good Trucking Service: Manufacture—Operation—Maintenance

Groups of trucks have journeyed from city to city. They have penetrated the rural districts. They have gone into the fields and shown their ability to traverse rough ground with heavy loads.

One of the most recent and most important aids has been the concentration of the full strength of the National Association of Motor Truck Sales Managers behind the Ship by Truck movement, as evidenced by the letter from Mr. Tracy.

Shoulder to shoulder with them stands the Firestone organization to carry forward the Ship by Truck idea.

Firestone men have been enthusiastically behind this movement from its first inception by the Firestone Company. At its factory and many branches Ship by Truck Bureaus are maintained, through which is cleared definite information for all interested.

What Firestone has accomplished in giving publicity to this idea, in collecting data showing the tremendous import of this movement, in formulating plans for making it more nearly universal in its application, has later been overshadowed by the whole-hearted backing of the business world and by public officials.

Firestone stands ready to do its part.

FIRESTONE TIRE & RUBBER COMPANY
FIRESTONE PARK **AKRON, OHIO**
Branches and Dealers Everywhere

Truck

MOTORING AND AVIATION

Continued

ing in the stunt. An example of what I mean by confidence is a recent thrill we produced.

"We had a man walking along the road with a watermelon in his arms. He dropt the watermelon, and, while he was down on his hands and knees trying to pick it up, a motor-cycle with a side-car came along, the driver of the motor-cycle tipped his machine so the side-car passed entirely over the body of the man who was trying to recapture the watermelon. To carry out this stunt successfully, we had to measure the road at various points and to rehearse with a box placed where the man with the watermelon was afterward actually to be. The actor who was after the watermelon had to have confidence in the motor-cyclist's ability to tip his car high enough at the right time, and the actor with the watermelon also had to drop over not too soon or it would have spoiled the picture. If he dropt too late, he would probably have been killed by being hit by the motor-cycle. To tip the car at the proper height, the motor-cycle had to be going thirty-five miles an hour. The stunt was successfully pulled off and it took nearly a day's hard work making measurements, etc., in order to secure the perfect cooperation between all the actors and camera men taking part."

How many people have seen an automobile dash through a plate-glass window and have said to themselves, "Oh, just another movie trick." They were wrong, and Mr. Jackman explains why this stunt can be successfully performed without injuring the actors.

"Crack an egg against your forehead slowly," said Mr. Jackman, "and it will hurt a little. Tap it smartly against your forehead and you will hardly feel it. Along the same principle, an automobile can dash at top speed through a plate-glass window, and the glass is broken into millions of fine particles none of which cuts the actors. Their eyes are, of course, protected. Drive the same automobile at slow speed through the window and every one in the car will certainly be badly cut by the large pieces of glass into which the window would be broken by the car's slow speed. But there again this stunt requires nerve on the part of the actors in the car."

A recent stunt with two Fords and a motor-cycle, Mr. Jackman cites, required nerve with quick thinking on the part of the actors who took part in the "chase," as this stunt is called. The two Fords were chasing the motor-cycle, over, under, and around a bridge. Despite the fact that the chase had been carefully arranged, and the location marked off, and each point where a turn was to be made being designated, and the speed at which they were to be driven fixt, the two Fords and the motor-cycle came together in head-on collision underneath the bridge. The drivers of the Fords backed away and the motor-cyclist dashed up the road. It added an unexpected thrill to the picture, as the camera men kept clicking away. No one was hurt. If the drivers of the Fords had not backed away and let the motor-cyclist escape, as he was supposed to do in the story, the stunt would have been completely spoiled. As it was, it was a great success.

A recent skidding stunt required absolute timing as well as nerve. The street was flooded with water, a Ford came down directly toward the camera and at a point where the street turned on a curve, at a speed of forty miles an hour. The Ford, attempting to make the curve, skidded, of course, and broke off the rear right wheel. By carefully planning this stunt the Ford remained right where it was within view of the camera. The passenger in the Ford was thrown out of the car and landed directly in a wheelbarrow which was standing at the curb.

"I should not advise any one to try this stunt," says Mr. Jackman, "without plenty of preparation."

Even in the cases of mechanical stunts where all is not quite in fact as it seems to be when one sees the films displayed, great nerve is required and more of that confidence which Mr. Jackman places almost as high a value upon as nerve. As an example of this is a stunt which he produced at the cliffs overlooking the ocean at Santa Monica, California. An ambulance driven by girls was proceeding along the street near the cliff. Another automobile along this road hit a hay-wagon and the driver and occupants of this car were completely covered with hay, the driver, according to the story, lost control of the car, dashed toward the cliff, hit the ambulance head-on, and knocked it half-way over the embankment so that it was hanging by its two front wheels. Some stunt. How was it done?

The machine with its occupants covered with hay was tied tight against the front of the ambulance. Altho covered with the hay, the driver of the car then slowly drove his car forward, pushing the ambulance over the cliff so that it hung by its two front wheels. Maybe that didn't require some nerve on the part of the girls in the ambulance who were slowly being driven backward with a possibility that they might be thrown off the cliff three hundred feet to the ground. The hay-covered automobile was held by heavy ropes which ran to a large tree out of the range of the camera and here it was held by a number of men working with pulleys and having the rope thrown around the tree many times.

"These examples I have given," says Mr. Jackman, "prove, I think, that the mechanical stunts one sees in the movies to-day are produced by the cooperation of directors and camera men who study the speed and timing of all the apparatus involved and by actors and actresses who have a great deal of nerve and absolute confidence in each other. So that by all working together the stunt is pulled off. Nowadays the person who goes to a moving-picture theater has seen so many stunts that he can tell at once when trick photography appears. The result is that the days of trick photography are over for good and all.

GIANT TIRES—The great increase in the use of giant pneumatic tires on trucks of two tons' capacity and over may eventually result, says *The Commercial Vehicle*, as quoted in *Engineering and Contracting* (Chicago), in a complete revolution in the design of truck chassis intended to be employed with such tires instead of solids. It goes on:

> It seems apparent that a great reduction in weight can be secured due to the better cushioning effect of pneumatics as compared with solids. Up to the present time little has been done along this line. When a truck-owner wants to use pneumatics instead of solids, the truck-maker generally furnishes the identical chassis as ordinarily fitted with solids and tells the owner that he will be able to secure greater speeds with the same degree of safety as when solids are used. It will not be long before the truck-owner will be dissatisfied with such a method and demand a real pneumatic-tired chassis. The result of the experiment in running large pneumatic-tired trucks overland between Akron and Boston for two years seem to indicate that an ordinary three-ton chassis designed for use with solid tires can safely carry five tons when mounted on pneumatics. After further investigation, it is even possible that several hundred additional pounds may be shaved off the three-ton chassis weight when used to carry five tons on pneumatics. It is also evident that engines of greater power must be installed in order to permit the greater speeds made possible by the use of pneumatics to be secured.

A FOND FAREWELL TO A GOOD, GASOLINE-SWIGGING JANE

MEN have loved their horses well throughout the ages, as much good literature tells. Can the modern man really develop affection for that up-to-date mechanical substitute for the horse, the motor-car? It may be that, in rising to the statement, "I could humbly kiss your back fender," spoken to his departing car on a most affecting occasion, Strickland Gillilan, the familiar author of much humorous verse, has really "struck a new note in literature." His complete farewell, which is notably not only for a new emotional tone but for considerable motor-sense, runs as follows in *The Maryland Motorist* (Baltimore):

> Jane, you've been a darned good old boat.
>
> If I had been as good a master as you have been a servant, there would be much better feeling between you and me now, and would have been in former times.
>
> I can never remember you neglecting me when I had not first doubly or trebly neglected you. You have never done me dirt in proportion to that I have, through ignorance and carelessness, done you.
>
> You never ran hot on me unless I had overlooked the fact that your oil-pump had the asthma, that your fan-belt was loose, or that I had just plain forgot you needed oil and water now and then.
>
> You never went lame through tire trouble unless I had overlooked the worn-out condition of inner tube or casing, the fact that the lugs were eating in on a too-much-worn rim, or that the wheels were something less than half a mile out of alinement.
>
> You never stopt stock still in the road with me unless I had let you run out of gas or let somebody put water in with the juicoline.
>
> You never sneezed and backfired and coughed around and pulled reluctantly unless I had committed some of the above crimes on you or let the carbon get thick in your valves, the porcelains in spark-plugs get broken, or the wires become disconnected.
>
> You took me wherever I wanted to go, faster than I should have been allowed to go if a policeman had been looking, and brought me back, in ninety-nine times out of a hundred—yes, and better.
>
> All this, Jane, in spite of the fact that a

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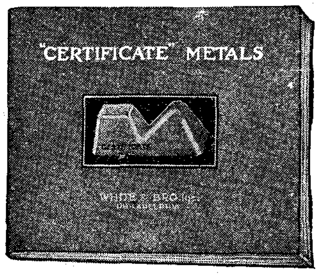

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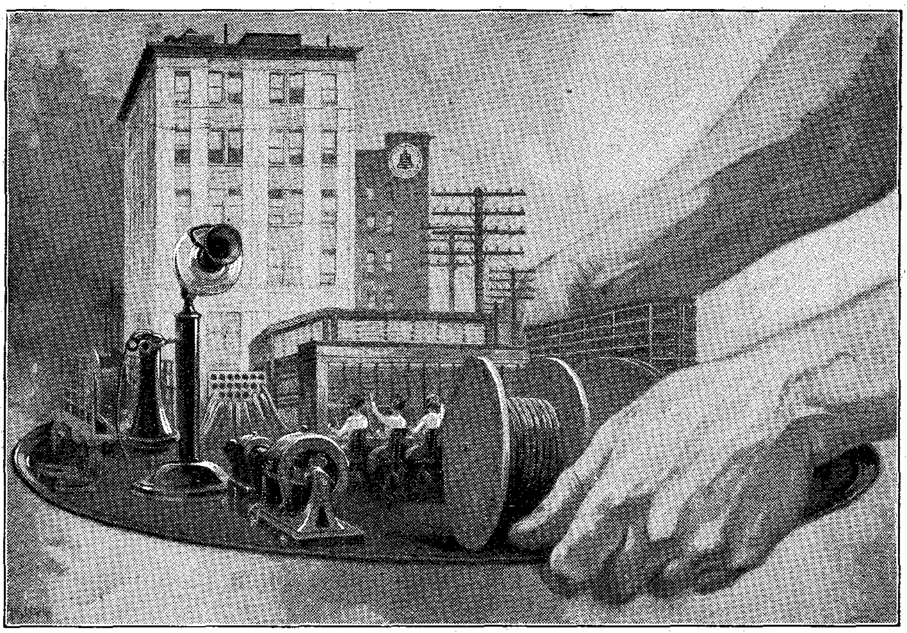

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MOTORING AND AVIATION

Continued

few years ago I couldn't run a wheelbarrow and knew no more of internal combustion engines than I do now of the state of health of Pancho Villa, or whether they use Yale locks in the Martian canals.

When I think how patient and faithful and long-suffering and efficient you have been despite all my neglect and brutality, Jane, I could weep for shame and humbly kiss your back fender.

You have always been dignified in your bearing, tho not always right in your bearings. When the latter became superheated and began adhering to each other instead of rotating freely, because of a lack of lubrication, you sometimes complained loudly and swore a few fervent and sooty oaths. But always for my information and to advertise the fact that soon I shouldn't have any engine under the hood at all if I didn't get wise and have things fixt up.

Yes, Jane, you have acted better than any horse would have acted under the circumstances. Had a brute been so neglected and mistreated and had its physical needs ignored as yours have been at times, you would have either killed me or been dead yourself years ago. But you have kept right on going, tho now that I look back over your career, from the pinnacle of a little wee bit more knowledge of your interior, Jane, I marvel. I can not see how you did it, Jane! You are a living, puffing, gasoline-swigging evidence of how nearly fool-proof the manufacturers are making 'em nowadays. Half the time you should have put me under the hood and let your engine take my place in the driver's seat, just to give me fully to understand how I was abusing your palpitating heart and other useful and essential members, as well as to improve the driving.

Jane, I am going to sell you. I hate to do it, Jane, but I shall cease for a year being careless, and become carless. I shall not be in need of a boat next year, Jane. I shall watch jealously to see how your new master treats you. If he doesn't treat you any better than I have treated you in my more densely ignorant days, I shall slip out across the moonlit fields some still night and hamstring his favorite cow. If he lets your brushes wear out and the generator get all pitted and rough so that when you are stopt with the bummest brush right over the deepest pit; and if he then cusses you because your self-starter won't self-start—Jane, if he does these things to you, I shall set his house on fire. There is no excuse, in this year of grace, for any man's being so densely ignorant of the vital organs in his vehicle's viscera. Of course, last year—but that was different, and it was Me.

Let me know, Jane, if he does you dirt. If he lets you get all gummed up with carbon or lets your grease-cups run dry or your tires get below the proper standard of inflation, or doesn't water your battery, send the distress-signal across the spaces, and I'll come to you, Jane—come on the run with a large Stillson wrench and a jack-handle and beat your new master into a ruddy pulp—I will, so help me Hanner!

The Real Danger.—DOCTOR—" Don't worry. Years ago I had the same symptoms as you have now."

PATIENT—" Yes, but you had a different doctor."—*London Passing Show.*

MOTORING AND AVIATION

Continued

JOY-RIDES FROM THE VIEW-POINT OF A FINANCIAL AUTHORITY

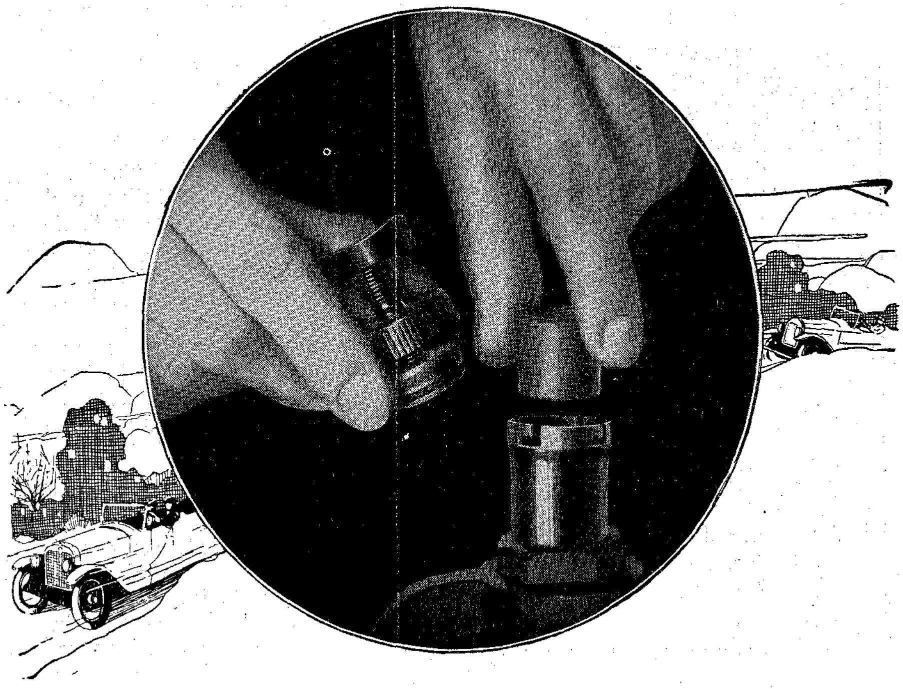
"UNCLE SAM is rich enough to buy us all a farm," ran the old saw. "But who wants a farm? Can't he buy automobiles for all of us?" That is the attitude of a large part of American wage-earners and small-salaried men and their families, according to a writer in *Financial America*. They envy the indulgence of their wealthy neighbors, and emulate them after a fashion. The writer continues, speculating on the subject of joy-rides for everybody:

America now uses about 3,500,000 motor-cars in all. Probably 300,000 are commercial vehicles. This leaves 3,200,000 so-called pleasure-cars, about one for every thirty-three inhabitants. It is enough to give every one several joy-rides a week if the motor-car could be passed around from house to house. But the owners won't listen to it. They know from bitter experience that a car wears out fast enough when limited to their own use. Tires wear still faster. Small chance there for the workingman to borrow, even if he can provide gasoline. He may have to insist on another raise from Uncle Sam and buy that car.

Very well. Suppose all of us agree with him. We make the order a car for every amily. Can the order be filled? There are about 21,500,000 families in the United States, not to mention the bachelors and old maids unattached. The average price of a car had risen from $723 in 1916 to $1,060 n July last. That is the Government's statement. Deduct 3,500,000 cars al-eady provided. That would leave Uncle Sam to pay for 18,000,000 new "flivvers," or limousines, or whatever model might be chosen. The bill comes to a trifle over nineteen billions, about eighty millions over. Sounds like another war-budget. Perhaps a war would be cheaper—a war on economic unacy, say, or on Bolshevik radicalism. It might not cost more than a few millions of the eighty. There would remain the nineteen billions to pay our twenty-five billions of national debt.

However, if we feel that nothing else but oy-riding is worth while, let's talk about the car. Our automobile-manufacturers say they made about 1,694,000 passenger-cars in the fiscal year 1917. Then the War Department reduced much of this production as non-essential. The builders are working hard to get back to it now. It ooks as if they would succeed. But if we are to have those 18,000,000 family cars this year they will have to enlarge their plants. So will the steel-companies that supply them, the tire-, body-, and accessory-makers, gasoline-refiners, and oil-producers.

It required 560,000 men in 1917 to produce the output, not counting the steel-, oil- and gasoline-producers outside the industry. To turn out 18,000,000 more cars within a year would require productive capacity more than ten and one-half times greater than our best year. So we take 5,000,000 mechanics from other industries—or shall we import 5,000,000?—and hire them to build automobiles as fast as they can learn their new jobs. That is quite an army—half of all the men between 21 and 31 years old, as the draft



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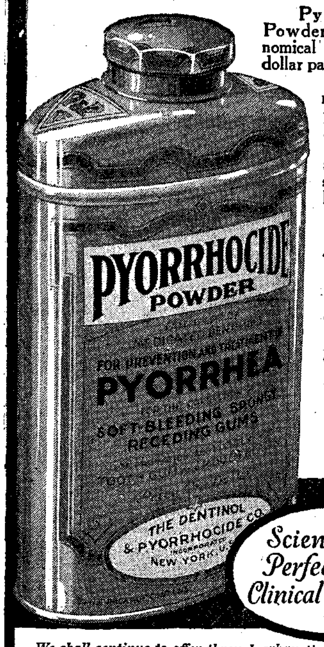
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MOTORING AND AVIATION

Continued

showed. Their loss would be seriously felt by railroads, factories, and mines. They might ask more money, finding themselves in demand. If so there would be another boost in automobile-prices to be passed on to Uncle Sam for another advance in wages all around.

Then we shall require more dealers, garages, and repair-shops to take care of the additional cars. In 1917 these employed 230,000 men, it was estimated. With everybody automobiling we would need 2,415,000 men. So we draft 2,115,000 more from railroads, mines, other factories, and shops.

But the total of all men experienced in mechanical pursuits is about 9,500,000. This includes factory-employees of all kinds, building trades, chemical industries, miners, oil-producers, and railroad men. If we are to have those family cars soon, these industries must give up 7,115,000 of their 9,500,000 men. There's no help for it unless we draft 7,115,000 farmers and farm-laborers out of 16,500,000 in America, and teach them to make automobiles. But this instruction might use up a year or two. How can a family impatient for a joy-ride be expected to wait? The joy would evaporate before the ride began. Then, too, our food-supply would be cut possibly in half. Could we get along with a meal and a half a day instead of three? Possibly, if the enthusiasm held out. But it's weakening. The automobiles would be required to serve as ambulances and funeral-cars on this scheme.

Immigration of 7,000,000 and more mechanics seems to be the only feasible means of obtaining the necessary labor. Europe could not spare that many. But the Japanese are clever in using tools. Japan is overcrowded. They would be more than willing to help us and help themselves to our resources.

It's time to think of the capital needed for the job. After financing Europe as well as ourselves in a war, we should be equal to it. More than a billion and a quarter was occupied in 1917 in the motor-car and parts and accessories industries, and in the business of dealers, garages, and repair-shops. Multiply it ten and one-half times, and we have more than thirteen billions. With car-prices up fifty per cent. and costs advanced equally or greater, more capital is needed. So fifty per cent. is added, giving nearly twenty billions.

With Uncle Sam providing customers, the motor-car builders should be able to borrow the twenty billions, or sell stock enough to raise the money. Then they would proceed to spend much of it for buildings, machinery, tools, steel, brass, nickel, rubber, hardwood, paint, leather, plate glass, and other materials needed to make 18,000,000 automobiles. In this way any mechanics remaining in other industries would also be added to those producing automobiles.

Then there's gas to consider. An automobile consumes on the average four hundred to five hundred gallons a year, an expert says. Twenty-one million five hundred thousand pleasure-cars would eat up, at 450 gallons each, 9,675,000,000 gallons of the juice. Our total production last year was about 3½ billions. To make up the difference of 6½ billions, we will have to build nearly three times as many refineries.

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To receive free a 25c package of Ingram's Zodenta for the teeth, mail us the name of the druggist who sells you Ingram's Therapeutic Shaving Cream together with the carton it comes in. If your druggist is not supplied, mail 50c to us with his name and address and receive a jar of Ingram's Therapeutic Shaving Cream with the Zodenta. We will then remit to the druggist his profit on the sale.

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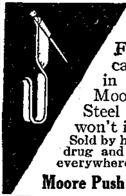

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CURRENT EVENTS

PEACE PRELIMINARIES

ecember 17.—The Supreme Council decides that it will be necessary to furnish relief to Austria in the amount of $70,000,000, for the purchase of food.

ecember 20.—The first section of the German Commission entrusted with preparations for putting the Peace Treaty into effect arrives in Paris.

ecember 21.—The second section of the German mission reaches Paris. It is headed by Herr von Simon.

AFFAIRS IN RUSSIA

ecember 17.—A message by wireless received in London from Moscow reports the alleged capture of Kief and the occupation of Kupiansk, southeast of Kharkof, by the Bolsheviki.

ecember 18.—Gen. Simon Petlura, Ukrainian commander, has fled into Poland, says a Bolshevik wireless message from Moscow, and the greater part of his troops have been dispersed.

ecember 19.—A Helsingfors dispatch reports the discovery of an anti-Bolshevik plot in Petrograd, as a result of which 900 persons have been arrested and 350 executed.

A London report says severe fighting has taken place near Narva, on the Esthonian front, where the Bolsheviki are reported to have captured several villages.

eneral Denikin has gained an important victory in the Volga Valley, according to information from Helsingfors, and is said to have taken 10,250 prisoners and considerable equipment.

ecember 22.—Irkutsk advices say the city of Tomsk, western Siberia, has been evacuated by the Siberian troops of the All-Russian Government.

dvices reaching the State Department at Washington report that Bolshevik attacks in Esthonia are increasing, and that negotiations are in progress for the withdrawal of General Yudenitch's troops into Lettonia.

n intercepted wireless message from Moscow says a revolt against the Bolsheviki is in progress in Turkestan.

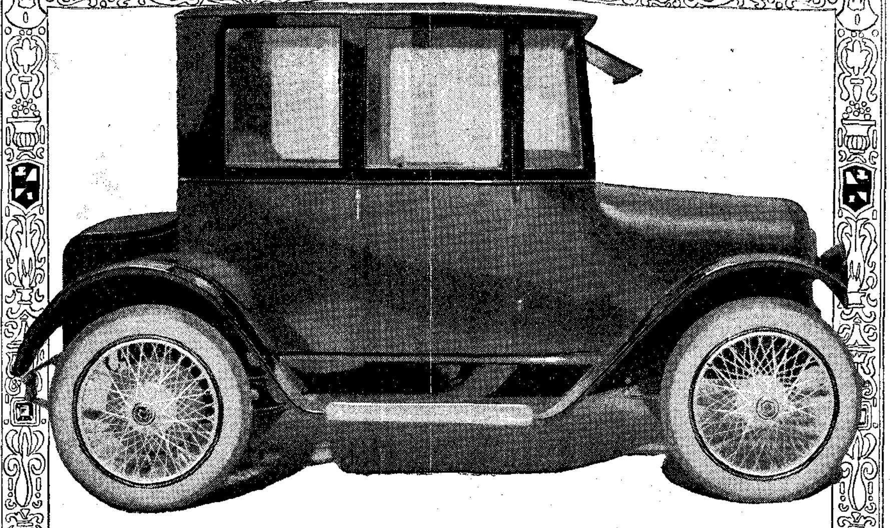
FOREIGN

cember 17.—The Mexican Government replies to the second American note, demanding release of William O. Jenkins, American Consular Agent, and declares that since Jenkins has been released on bail, Mexico presumes the "ill-feeling" between the two countries has disappeared.

cember 18.—Premier Lloyd George states in the House of Commons that the Allies have decided to make peace with Turkey at the earliest possible moment, without the participation of the United States.

A new turn in the Fiume situation is brought about by opposition to the withdrawal of Captain d'Annunzio's forces, which may block acceptance of proposals of General Badoglio, Italian Chief of Staff, to assume command at Fiume. It is said that a large number of soldiers wish to remain in Fiume until formal annexation to Italy is promised.

manullah Khan, reigning Amir of Afghanistan, issues a manifesto of independence, says a London dispatch. A large part of Afghanistan has been within the British sphere of influence since 1893.



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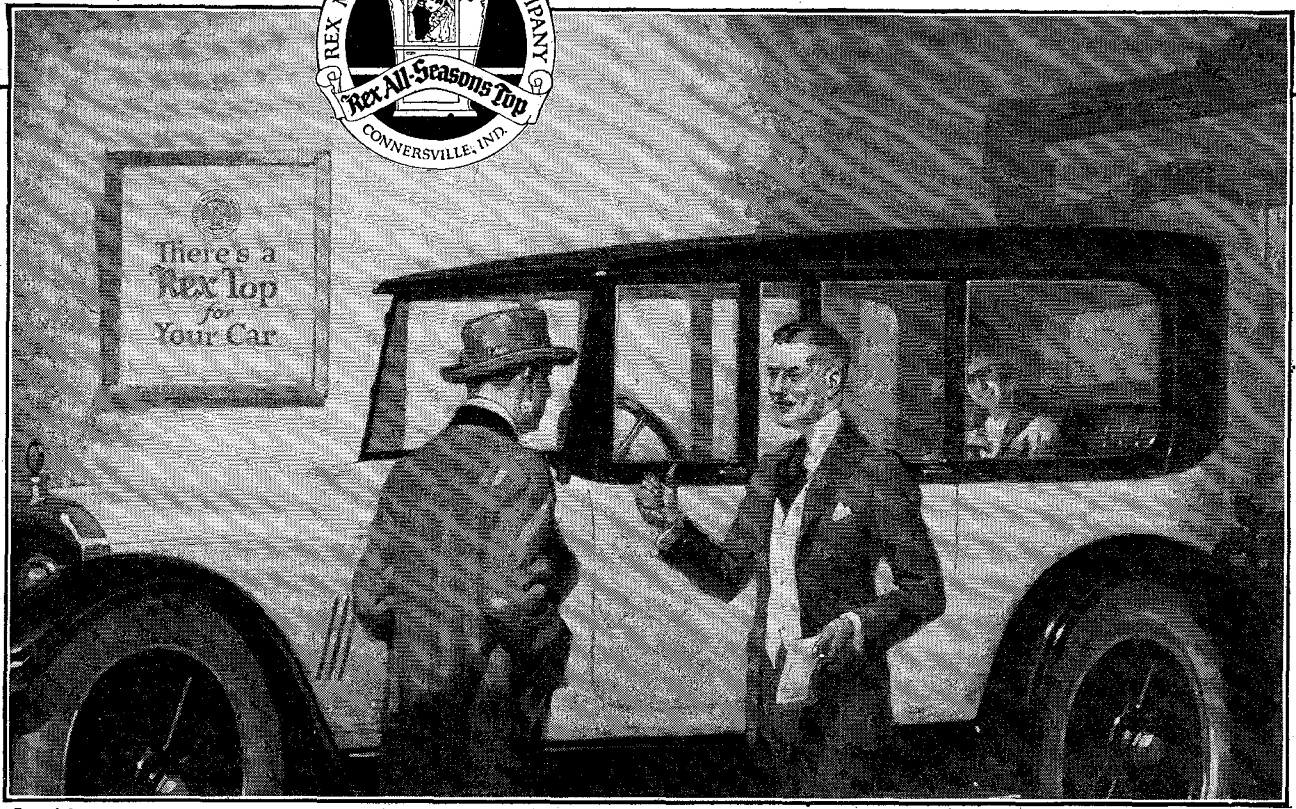

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The Cuban Senate approves the Treaty of Peace with Germany.

Fierce fighting by Montenegrins against Serbian occupation of their country is reported to have occurred during the first part of December, according to Paris.

December 19.—An unsuccessful attempt is made in Dublin to assassinate Viscount French, Lord Lieutenant of Ireland. One of the attacking party is killed, and a detective in Viscount French's car is wounded, but the latter escapes uninjured.

December 20.—Advices from Saloniki say Bulgarian Bolsheviki have been successful in municipal elections held in Sofia, causing a virtual panic in that city, with decrease of production and impending famine.

December 21.—By a vote of 242 to 216 the Italian Chamber of Deputies adopts an order expressing confidence in the Government and upholding Premier Nitti's Cabinet.

December 22.—According to a dispatch received in Paris from Rome, Gabriele d'Annunzio is reported to have abandoned command at Fiume, and is now said to be on the high seas.

Premier Lloyd George outlines the British Government's Irish Home Rule Bill in the House of Commons, under which it is proposed to establish self-government over the whole of Ireland, with two parliaments, one in the north and one in the south.

Tho it was reported that efforts were made to delay or cancel the proposed plebiscite in Fiume on the question of General Badoglio's proposals to substitute Italian regulars for the d'Annunzio forces in that city, the plebiscite is said to have taken place and to have been 85 per cent. in favor of accepting the proposal.

The State Department instructs the American Embassy at Mexico City to ask the Mexican Government for the immediate release of Leonard and Martin, two American sailors who were arrested some time ago at Mazatlan, Mexico, and held in jail ever since on various pretexts.

DOMESTIC

December 17.—Levy Mayer, of Chicago, chief counsel for the distillers in the Middle West, announces that the liquor interests will soon file a suit in the Court of Claims at Washington, to recover $400,000,000 from the Government, as loss due to the enforcement of the War-time Prohibition Act.

Franklin K. Lane, Secretary of the Interior, issues a statement confirming the general understanding prevalent for a month that he will leave the Cabinet in the near future.

Judge A. B. Anderson, of the United States District Court at Indianapolis, instructs the Federal grand jury, impaneled to investigate alleged law violations in connection with the coal strike, that not only had the mine-owners conspired among themselves, but with the miners, to limit production of coal.

Hoke Smith, of Georgia, and Henry L. Myers, of Montana, Administration Senators, make brief speeches in the Senate, suggesting that politics be dropt in connection with consideration of the Peace Treaty, and that a compromise be effected, permitting ratification.

The State of Rhode Island begins an attack upon the Prohibition Constitutional Amendment and the Volstead Enforcement Law, by filing a motion in the Supreme Court of the United States asking leave to begin proceedings to enjoin the enforcement of the law against citizens of Rhode Island.

A recount of votes cast in the November election in some 1,500 Ohio precincts has been decided upon, to determine whether the "wet" victory of about 400 votes was the true result of the election.

The House Post-office Committee calls upon every newspaper in the country to reduce its consumption of newsprint paper by 10 per cent. for a period of six months in an effort to relieve the present serious paper shortage.

The House passes a bill ordering the sale of housing facilities erected by the Government during the war to relieve congestion in many industrial centers. The measure also abolishes the United States Housing Bureau.

December 18.—Twenty-seven members of the I. W. W. are found guilty of conspiracy against the Government in the Federal Court at Kansas City, and sentenced to prison for terms ranging from three to nine years.

Attorney-General Palmer announces that the five big packing companies against whom antitrust proceedings were recently begun by the Government, agree to a plan of voluntary dissolution of any existing understanding among them, to the separation of the five from all their principal subsidiaries, and their retirement from many commercial fields they have entered in the last few years. The defendants will be put under a permanent injunction to obey the terms of the agreement.

December 19.—Victor L. Berger, denied a seat in the National House of Representatives recently on the ground of disloyalty, is reelected to the House from the Fifth Congressional District of Wisconsin by a majority of several thousand votes.

The Supreme Court of Minnesota holds that making intoxicating or near-intoxicating beverages, even for one's own use, is unlawful in that State, in a decision sustaining the validity of the Prohibition Enforcement Act passed by the 1919 legislature.

The Senate passes the Sweet bill amending the War-Risk Insurance Act, and providing for additional compensation to disabled soldiers, sailors, marines, nurses, and their relatives.

December 20.—With its antistrike provisions unchanged, the Senate passes the Cummins Railroad Reorganization Bill by a vote of 46 to 30, and the measure now goes to conference.

Congress adjourns until January 5, without making any provision for the return of the railroads on January 1.

The Foreign Relations Committee of the Senate reports favorably a redraft by Senator Knox of a joint resolution declaring peace with Germany.

The White House announces the personnel of the Presidential Commission to investigate the coal industry. They are Henry M. Robinson, former member of the United States Shipping Board, representing the public; Rembrandt Peale, an independent Pennsylvania coal operator, representing the operators; and John P. White, former president of the United Mine-Workers of America, representing the miners. The commission are informed that if they find it necessary to readjust the price of coal, they will be clothed with the same powers as those exercised by the Fuel Administrator.

The Bureau of Labor Statistics announces that the retail price of twenty-two staple food articles showed an increase of 2 per cent. in November over October prices.

The enactment of the Sweet Bill, increasing payments of war-risk insurance

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from $30 to $80 monthly, is completed by Congress and sent to the President for approval. It is estimated that the measure will cost the Government $80,000,000 a year.

John Skelton Williams is nominated to be Controller of the Currency for the third time by President Wilson. His first two nominations were not acted on by the Senate.

Enactment of the McNary Bill, continuing Federal control of sugar during 1920, is completed by Congress and sent to the White House for approval.

Frank L. Polk, Under-Secretary of State, Henry White, and Gen. Tasker H. Bliss, American Peace Delegates, arrive in New York on the transport *America* from Brest.

The House unanimously passes the Immigration Committee's bill providing for the deportation of all aliens affiliated with anarchistic organizations.

December 21.—The coal operators, after a meeting in Washington, announce their refusal to accept the terms of the agreement prepared by Attorney-General Palmer and John L. Lewis, acting president of the United Mine-Workers of America, on the ground that the commission created under the agreement to settle the differences between the miners and operators would have unlimited power to fix wages and hours and other conditions of labor.

The report of the Department of Commerce, just issued, shows that more than 1,250,000,000 pounds of sugar were exported from the United States during the first ten months of the present year, in the face of a growing scarcity. The sugar exports this year exceeded by 339 per cent. the amount sent out of the country during the same period last year.

Legislation for a virtual reorganization of the Army has been tentatively agreed upon by the Senate military subcommittee. It provides for a standing peace army of 280,000 men and compulsory military training for boys from eighteen to twenty-one years of age.

Senator Hitchcock, Administration leader, announces that during the holiday recess of Congress overtures will be made by the Administration forces to Republican Senators who favor ratification with reservations, with a view to securing a compromise some time in January.

Two hundred and forty-nine alien anarchists, among them Alexander Berkman and Emma Goldman, are deported from the United States on the Army transport *Buford*. The transport is bound for *Soviet* Russia.

December 22.—Alexander Howat, president of the Kansas district of the United Mine-Workers of America, is sent to jail at Indianapolis on the order of Judge A. B. Anderson, of the United States District Court, accused of violating the Court's injunction in not sending Kansas mine-workers back as ordered.

Attorney-General Palmer announces that a downward trend in prices may be expected between January 1 and March 1, as a result of government effort during the last five months to reduce high living costs.

Not Enthusiastic.—" So you want to be my son-in-law, do you? " asked the man, with as much fierceness as he could assume.

" Well," said the young man, " I don't particularly want to, but I suppose I shall have to be if I marry your daughter."—*Pittsburgh Chronicle-Telegraph.*

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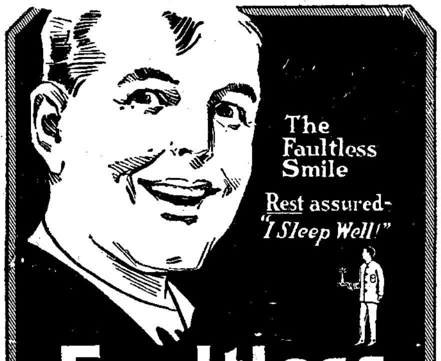

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A Love That Failed.—Housewife—" If you love work, why don't you find it? "

Tramp (sadly)—" Alas, lady, love is blind."—*London Tit-Bits.*

Reflections on a Head.—Professor—" If the gentleman in the back row will kindly remove his hat I will continue and point out a concrete example."—*Yale Record.*

His Weak Point.—" Is your husband a good provider, Dinah? "

" Yessum; he's a good providah all right, but I'se allus skeered dat niggah's gwine ter git caught at it."—*Houston Chronicle.*

Horrible Example. — An automobile driver slowed up on Second Avenue Tuesday to let a woman cross the street in safety, and she fainted and had to be carried to the hospital. Drivers, kindly take warning.—*Seattle Post-Intelligencer.*

War-Profiteers. — She — " The gray squirrels seem to be so happy and chipper and gay."

He—" Well, they ought to be happy; they're worth about five times as much as they used to be."—*New York World.*

Poetical Preparedness. — Green — "What on earth do you want with that sheet of postage-stamps? Why, you've got a hundred there ! "

Grey—" Well, you see, I've just completed a poem and I may—er—send it to more than one editor."—*London Tit-Bits.*

Horrors of Prohibition.—" What are you going to do with all that home-made *crème de jazz* you worked out with sugar and corn-meal and so forth? "

" That's the question ! " said Uncle Bill Bottletop. " What are we goin' to do with it? We can't drink it and it's too expensive to be thrown away."—*Washington Star.*

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Editor Literary Digest
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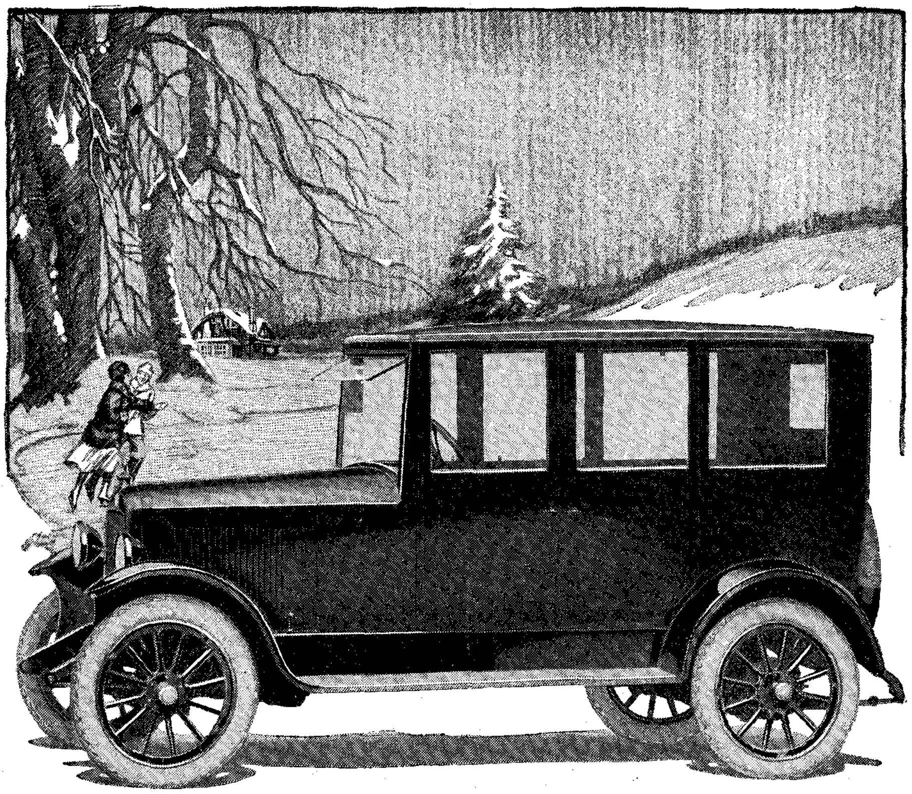
" No. You remember that case the other day when I defended a man charged with assault? Well, I made a strong plea for him on the ground that he was a fool rather than a criminal."

" Yes, but—"

" I did it so well that he was acquitted and he waited for me outside the court."—*San Francisco Argonaut.*



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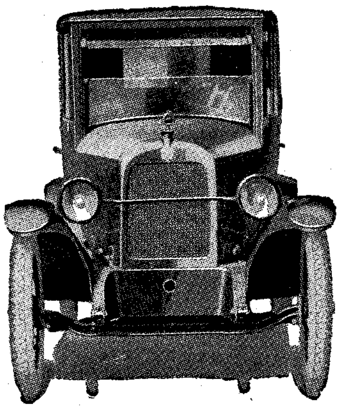

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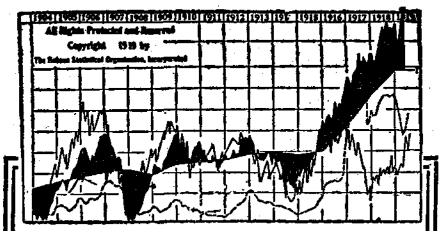

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INVESTMENTS - AND - FINANCE

POLAND'S MULTIPLICITY OF CURRENCIES AND NATIONAL DEBTS

IT is perhaps no wonder Paderewski resigned the Premiership of a republic where the people do business with almost as many kinds of currency as there are keys on the piano of the late pianist-premier. A Geneva correspondent tells on the financial page of the New York *Evening Post* something of eleven existing and widely circulating currencies in the new republic, and to make the task of guiding the ship of state even more difficult, there are, as a London authority notes, thirteen national indebtednesses owed to various governments and individuals, with their varying rates of interest and dates of maturity. Whoever is Secretary of the Treasury at Warsaw is earning his salary no matter what kind of money he collects it in. And Poland's financial people and cities are to a certain extent typical of the problems confronting all the new nations of eastern Europe. Poland's various currencies are thus classified by *The Evening Post's* correspondent:

"There are, first of all, the genuine Polish marks, which are popularly called *Kosziuzko* marks. This is the only currency issued by the present Polish Government—an amount of nearly 500,000,000—of course, not against discounted commercial bills on foreign countries, but against discounted Treasury bills of the Government.

"But this is not the only category of Polish marks. During the two years of German occupation a consortium of Polish bankers in Warsaw issued a thousand million Polish marks covered by German requisition bonds. These Polish marks, called 'requisition money,' are covered by the future German war-indemnity, which ranks after that due to Belgium and France. At the same time, the Germans, as individual soldiers and merchants, purchased as many goods as possible in Poland and Lithuania and spent in the country not less than 800,000,000 marks, to which must be added the at least 1,200,000,000 circulating in Prussian Poland, which sum will be increased by a further 1,000,000,000 marks when the plebiscite in Upper Silesia is in favor of Poland.

"For this minimal two and maximal 3,000,000,000 marks, the German Reichsbank is directly responsible as to the rest of its circulation. There is a fourth sort of mark, which was issued by the German commander Ober-Ost in Vilna, called Lithuanian marks, which were issued by local bankers against the cover of German requisition bills. This Lithuanian money also is only covered by the German war-indemnity. These are the four sorts of marks circulating in unfortunate Poland.

"In Galicia and in the southern part of Russian Poland, 6,000,000,000 of Austro-Hungarian crowns are in circulation, for which the Austro-Hungarian Bank, with its gold cover of ¾ per cent., is responsible in the first instance. As far as these as yet unstamped Austro-Hungarian crowns are the property of Galicians, the Polish state, according to the Saint Germain Treaty, is responsible for them. As far as they have been spent by Austro-Hungarian troops in Russian-Poland, according to the treaty, the Vienna Government of German-Austria is responsible.

"As there was no procedure by stampage in Galicia, and there exists no custom-line between Galicia and Russian Poland, nobody will ascertain which of the 6,000,000,000 crowns are liabilities of the Polish state and which are liabilities of the German-Austrian state. The owners, naturally, will address their claims to the wealthier of these two states.

"There are further categories of rubles, namely, the old Czar's ruble, of which there is still a circulation of more than one billion; secondly, the so-called Kerensky ruble, of which there is a circulation of 1,500,000,000; thirdly, the German ruble, issued by the German banks for the purpose of requisition under the responsibility of the German military authorities in Volhynia, and fourthly, a kind of ruble which has no value at all, namely, that which the Bolsheviki spread during their short time of occupation in the Minsk district.

"When eastern Galicia and some eastern parts of Poland were attributed for some time to the Ukrainian state, *Karbowanzys* were issued by the hetman, a kind of money for which the Government of the Germans in Kief, but not Germany, is responsible. Also the Ukrainian Republic issued a new money, which they called *Hriwny.* The circulation of *Karbowanzys* and *Hriwny* together in Poland is estimated at 200,000,000."

What is Poland going to do about this? it may be asked. The Geneva writer tells us that the financial authorities in Warsaw are preparing to raise a loan in Paris, which will be deposited in Paris banks and will be the basis of an issue of new money to be called *Slotny,* which will have the value of the French franc, and will be the only legal currency in the new Poland. They expect to arrange to exchange the existing currency into *Slotny,* and thus to make one kind of money do the work that eleven have been doing. The only difficulty is, our authority points out, that Poland's national needs are so great that there will be a temptation to spend the French francs that are to be borrowed in making purchases abroad. In this case the *Slotny* would simply be a "new kind of worthless money," and "the whole currency reform might be nothing but the addition of a twelfth sort of money to all the previous kinds."

We read all about Poland's foreign debts in a recent issue of *The Economist.* This London financial authority reminds us that Poland's financial position was recently reviewed in brief before the Warsaw Diet as follows: "The foreign debt of Poland has actually risen to 5,728,000,000 marks (calculated in to-day's depreciated currency). This is composed of £929,000 due to England, 114,000,000 francs due to France, $143,000,000 due to America, 6,500,000 lire to Italy, and about 17,000,000 florins to Holland." But *The Economist* has obtained further details with regard to the thirteen separate debts, which it presents as follows:

"1. Contract for the supply of war-material by the French Government, on a three years' agreement, signed on April 23, 1919, at six per cent. interest. Total 100,000,000 francs.

"2. Contract with the Compagnie Française d'Orient for the supply of 75,000 pairs of boots. Signed on May 17, 1919. One-fifth of the total sum of 950,000 francs, that is, 190,000 francs, is payable in cash, the remaining four-fifths in five per cent. Treasury bonds, calculated in Polish marks, to be completed by November 1, 1919. Exchange at the rate of 100 Polish marks for 45 francs. Total, 950,000 francs.

"3. Contract with the firm of 'C. Chapins et Winoler Frères for the supply of textile goods, signed on June 7, 1919. Bills at ninety days' sight issued by the firm on the P. K. K. P. in francs, with the option of deferring payment four times, each time for ninety days, that is to say, finally payable in fifteen months. Rate of interest not above five per cent. Total, about 5,000,000 francs.

"4. Contract with the French Government for the supply of war-material, signed on May 21, 1919. Three years' agreement, six per cent. interest. Total, 4,600,000 francs.

"5. Contract of the State Office for the purchase of articles of primary importance, with the firm of S. Katz, in Paris, for the purchase of 80,000 pairs of boots; signed August 15, 1919. Bills at sight payable in fifteen months from August 8, 1919. Total, 3,698,235 francs.

"6. Contract with the American Government (American Food Mission), signed on July 30, 1919 (Treasury bonds at 5 per cent.), for a total sum of $30,000,000, payable in instalments of $10,000,000 each on June 30, 1921, June 30, 1922, and June 30, 1923. Object, the provisioning of the Polish population. Total, $30,000,000.

"7. Contract with the American Government, signed on July 2, 1919; expired September 2, 1919. Object, provisioning of the Polish population. Rate of interest five per cent. Total, $1,250,000.

"8. Contract with the firm of the Baldwin Locomotive Works for the supply of railway material, signed on July 19, 1919, for the term of ten years at five per cent. Payable in half-yearly instalments on January 1 and July 1 in American dollars. The Polish Government will, in addition, pay one per cent. of the yearly commission for the placing of bonds. Total, $6,975,000.

"9. Contract with the Liberty Steel Product Company, signed on June 25, 1919. Three years' agreement from the date of issue of the bonds. Interest five per cent. Total sum of $5,000,000, the Polish Government having the option of increasing it to the sum of $25,000,000 in issues of $5,000,000 every five weeks. As commission for the purchase of goods the Liberty Company will receive fifteen per cent., of which ten per cent. is payable at the moment credit is opened with the Polish Government, and five per cent. on presentation of the accounts for the purchased goods. Object, the purchase of goods for Poland in Europe, North and South America, China, Japan, and Mexico. Total, $5,000,000.

"10. Contract with Mr. J. Smulski, signed on June 25, 1919. Period a year from the date of signing. Interest five per cent., payable half-yearly in dollars. Object, a loan for the Polish Government by the issue of five per cent. Treasury bonds, payable at par on July 1, 1924. For placing the bonds, J. Smulski will receive three per cent., with which he has to pay the banks, the people employed in the sale of bonds, and the costs of propaganda. The Treasury Minister will also reimburse to Mr. Smulski the actual cost of any bonds placed and paid for. Total, $100,000,000.

"11. Contract with the English Government, signed on August 21, 1919. Object, the supply of railway material, drugs, foodstuffs, etc. Agreement until July 1, 1923. Interest five per cent. Total, £929,000.

"12. Contract with the firm La Società per il Commercio Italo Polacco, signed on July 2, 1919. Agreement for eighteen months from August 1, 1919. Object, the supply of textile goods.. Half-yearly bills of exchange, five per cent., on the Polish State Loan Bank, with the option of renew-

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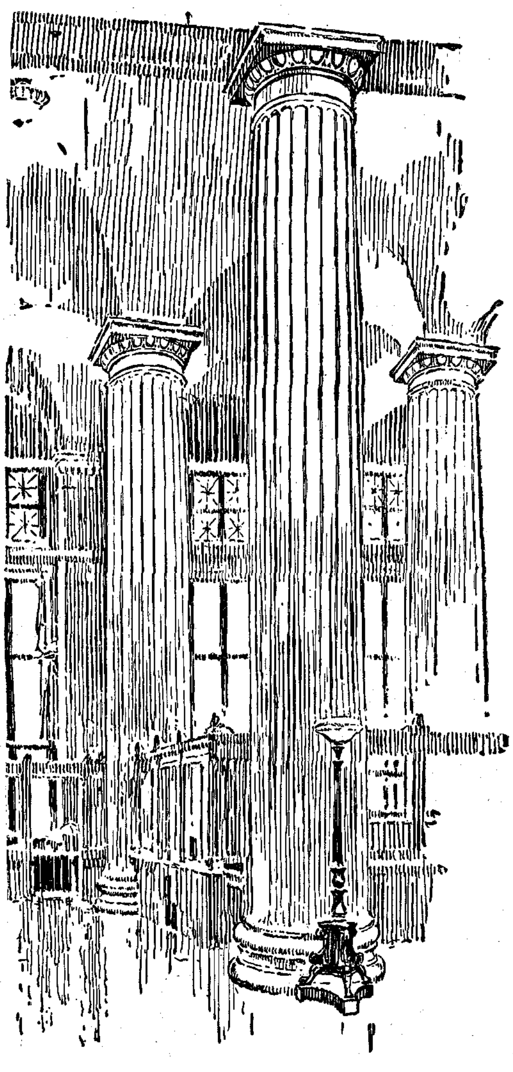

RESOURCES OVER $500,000,000

In the Days of the Strong-Box

In the sixteenth century, gold and silver were almost the sole mediums of commercial exchange. The merchant kept his idle money in a strong-box at home, or, for greater security, at the goldsmith's. Such unemployed capital earned nothing. It took nearly three hundred years to develop deposit banking, and the many other facilities offered by modern financial institutions.

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ing twice. Total, about 5,560,000 Italian lire.

"13. Contract with the Dutch Government office for the supply of clothing and underwear, signed on June 16, 1919. Agreement until January 2, 1922. Five per cent. paid in advance in bonds. The five per cent. short-term bonds can be mortgaged or sold, except to German, Austrian, and Hungarian banks. Total, about 16,500,000."

The Economist adds a few words of explanation which show that Poland is not so badly off as might be imagined in view of her badly tangled finances!

"To begin with, the majority of these figures refer to obligations for goods purchased. They have this drawback, that they limit the debtor as to the scope of his purchases. With ready money, he might buy the goods elsewhere of a better quality and at a lesser cost. In any case, the highest figure ($100,000,000) is a cash transaction.

"The interest on the loans is a generous one. For a country not yet consolidated, the average scale of five per cent. is low in international finance, even tho it deals with credit for goods. The terms of payment deserve a separate paragraph. In general, Poland is given a short credit, therefore an inconvenient one. But the intervals between the payments are not short enough to cause a catastrophe There is sufficient time to arrange a mortgage on long terms, and to improve the trade balance, thereby raising the value of Poland's own currency. The most significant and consoling thing about it is the fact that Poland received these loans merely on the strength of the Treasury signature, without any security whatever. This is a proof of considerable foreign confidence in Poland and her economic future.

"'Wealthy' Bohemia, when arranging a loan of 300,000,000 francs, had to give as security this year's entire sugar production.

"In conclusion, it may be said that much depends on the Poles themselves, by raising the rate of their production, by economy and work, to strengthen foreign confidence for the benefit of future transactions, and by giving more stability to the present unusual uncertainty in the value of Polish currency."

NEW CONDITIONS CREATE A CALL FOR NEW COINS

A movement to revive the coinage of two- and three-cent pieces and to create other odd-size coins has grown to such proportions as to make legislation in this direction possible at the present session of Congress, in the opinion of a number of financial editors. A New Jersey Congressman has introduced bills calling for two-cent and fifteen-cent coins. The National Association of the Motion Picture Industry is backing up this legislation and has issued a statement saying that "newspaper publishers want a two-cent coin because two cents is now the standard price for daily papers" while "motion-picture-theater men want a fifteen-cent coin because fifteen cents is rapidly becoming the standard price for picture-show admissions." *The Fourth Estate*, an organ of the newspaper business, calls for a two-and-a-half-cent piece because it thinks it would be a great convenience in view of "the necessity for higher prices for newspapers to meet the enormously increased cost of production both with regard to the price of paper and increased wage-scales." Moreover, in view of present prices, *The Fourth Estate* believes that it might also be a saving to householders, since there are "scores of small articles on which the price is deliberately planned to enable the dealer to exact a half-cent more than he could if the two-and-a-half-cent piece was coined." *The Straus Investors' Magazine* agrees that the cost of living is largely responsible for the demand for new coins between a cent and a nickel. For instance,

"In scores of cities it costs seven or eight cents to ride on a street-car, where formerly—in fact, ever since the invention of street-cars—one could have the privilege of hanging onto a strap during the rush hour for a nickel. Luxury taxes imposed at the last session of Congress are also largely responsible. Soft drinks, including war-tax, now practically always cost odd amounts. Ordinary sodas and phosphates, which before the war cost a nickel, now are ten cents, with a one-cent war-tax. The great American drink of ice-cream soda usually costs fifteen cents, to which a two-cent tax must be added, and in many places the price is twenty cents, or twenty-five cents plus a tax. The chocolate bar, which formerly sold for a nickel, now is usually priced at seven cents. An evening at the movies costs an odd amount in pennies, eleven or seventeen cents, or some other uneven figure."

Facts like these persuade this investors' journal that—

"The coinage of two- and three-cent pieces would be a distinct help to American business and a great convenience in making rapid change. Times change and we must change with them. The United States, like all other countries, has been extremely conservative in the matter of coinage. Conditions are radically different to-day, however, from what they were ten or even five years ago. Two-cent and three-cent coins would meet a distinct demand, would represent a saving in time, money, and convenience, and help in spreading habits of thrift among the people of the United States."

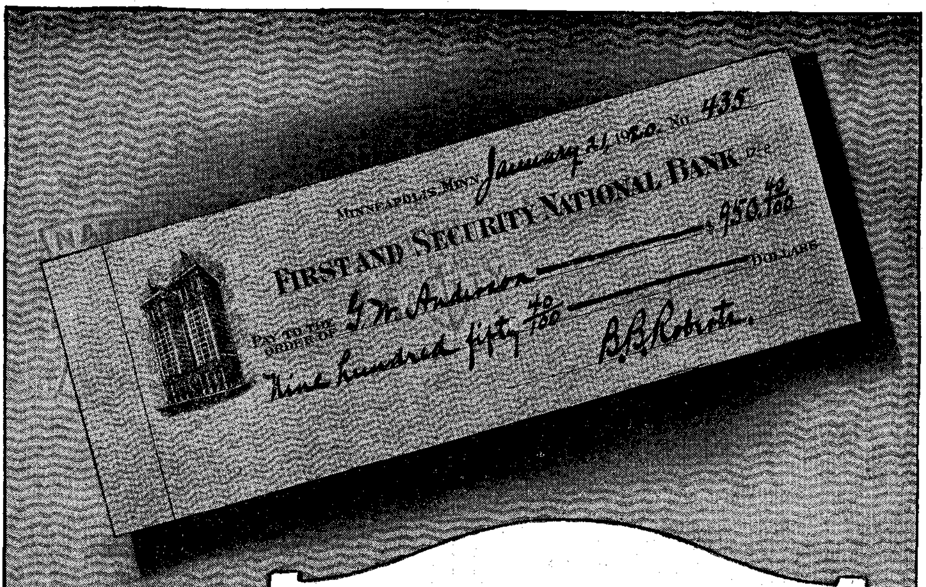
To those who oppose these new coinages as an innovation *The Straus Magazine* explains:

"Two- and three-cent pieces are nothing new in the United States. A silver three-cent piece was authorized by Congress, March 3, 1851, and more than 42,000,000 of these useful little coins were put into circulation before the piece was discontinued, twenty years later. During the same period we had also a three-cent piece of nickel and copper alloy. More than 31,000,000 of these coins were put out by the Government in the twenty-five years from 1865 to 1890.

"Incidentally, it might be remarked in passing that our familiar 'nickel' or five-cent piece, like the 'nickel' three-cent piece, contains very little nickel, only twenty-five per cent. as against seventy-five per cent. copper. A two-cent piece of bronze was coined for nine years beginning in 1864. They used to be fairly common as late as the start of the twentieth century, but it is doubtful if any of the 45,000,000 minted are in circulation at the present time. They were large, heavy coins about the size of a quarter and extremely awkward to handle.

"Our familiar copper cent has been in use only since 1864. The first cent, coined in 1792, weighed 264 grains, considerably more than a silver half dollar. It was reduced several times to 72 grains in 1857, and finally to 48 grains, its present weight, in 1864. Another curiosity of coinage was the nickel cent. Approximately 200,000,000 of these were minted between 1857 and the end of the Civil War.

"A half-cent was in use from 1792 to 1857. These coins were heavier than a silver quarter. Two other curious coins were the six hundred $50 gold pieces, each as large as a gold medal, struck off in 1915 for the Panama Pacific Exposition, and the silver half dime, which was coined from 1792 to 1873 to the number of nearly 100,000,000."



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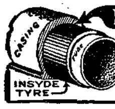

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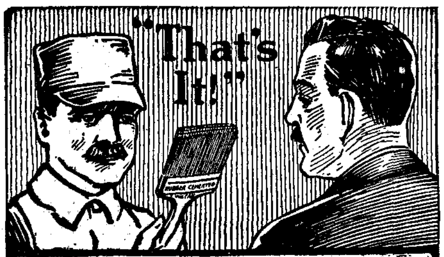
THEODORE ROOSEVELT AS AN INVESTOR

The investing public likes to know how prominent men invest their money, and the disclosure of ex-President Roosevelt's security holdings in the appraisal of his estate is a matter of considerable interest, in the opinion of *The Financial World*. It seems to this financial journal that altho Mr. Roosevelt never posed as an authority on things financial and tho he made some investments that have turned out poorly, he seems on the whole to have exercised considerable discrimination and care. As we read:

"In his lifetime Mr. Roosevelt bought in all about 2,300 shares of stocks, and of these 262 shares of Elkhorn stock are declared to be of no value, and he had 100 shares of United States Express Company stock, which was a poor investment. On the other hand, he held 300 shares of such good stocks as Atchison common and preferred; 80 shares of Bankers Trust Company of New York, a gilt-edge investment; 73 shares of Central Union Trust Company stock, a high-class investment; 118 shares of Great Northern Railroad; 100 shares of Missouri, Kansas & Texas preferred, which may prove a losing venture; 440 shares of the Pennsylvania Railroad Company; Central & South American Telegraph Company; 100 shares Northern Central Railroad, a good security paying dividends. His 100 shares of Realty Associates is also a dividend-paying security. There is not in the whole lot anything that could be described as of the get-rich-quick order. He held no promotion stocks.

"Mr. Roosevelt held bonds of a face value of $535,000. He was partial to bonds apparently, as his bond holdings exceed his stock investments in the proportion of four to one. He had $80,000 in various denominations of Liberty bonds; $1,000 of the Canadian Victory Loan; $10,000 Anglo-French External Loan of 1920; he held substantial blocks of Atchison general 4s; B. & O. first mortgage bonds and the general 5s; Central of Georgia 5s; Central of New Jersey 5s; Buffalo, Rochester & Pittsburg 5s; St. Paul 5s of 1921 (Wisconsin & Minnesota Div.); Chicago & Alton ref. 4s; Rock Island Railroad collateral 4s (old issue and worthless); Inter-Met. collateral trust 4½s, of rather doubtful value; Missouri, Kansas & Texas refunding 4s and the general 4s; Ontario & Western 4s of 1992; New York State Railways 4½s; New York, Westchester & Boston 4½s; $3,000 of the Republic of Mexico 5s, which are scheduled as worthless; $10,000 Third Avenue Railways first 4s of 1960; and various amounts of Northern Pacific-Great Northern 4s; St. Louis, Iron Mountain & Southern; St. Paul, Minneapolis & Manitoba 4½s; Northern Pacific 4s of 1997; Mobile & Ohio 4s (Southern Railway) of 1938; Union Pacific first 4s; United States Steel sinking fund 5s, and Wabash Railroad first 5s of 1939.

"Mr. Roosevelt never posed as a financier, but he seems to have exercised considerable care in his purchases. Doubtless he bought the United States Express Company stock long ago and at a time when that company was showing no indications of the decay that subsequently set in. The same is probably true of his Mexican bond investment, and the few poor railroad investments he made probably were made long before the war and at a time when railroad bonds had a higher status than they now enjoy. Of Mr. Roosevelt it may be said that he was no speculator, judging him by the list of his holdings, but he believed securities the best form of investment, as more than three-quarters of his estate is in that class of properties. He never invested with a view to getting rich in a hurry and he has left his family $700,000 of income-bearing securities."



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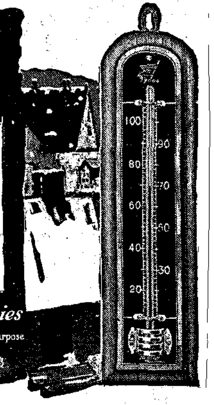

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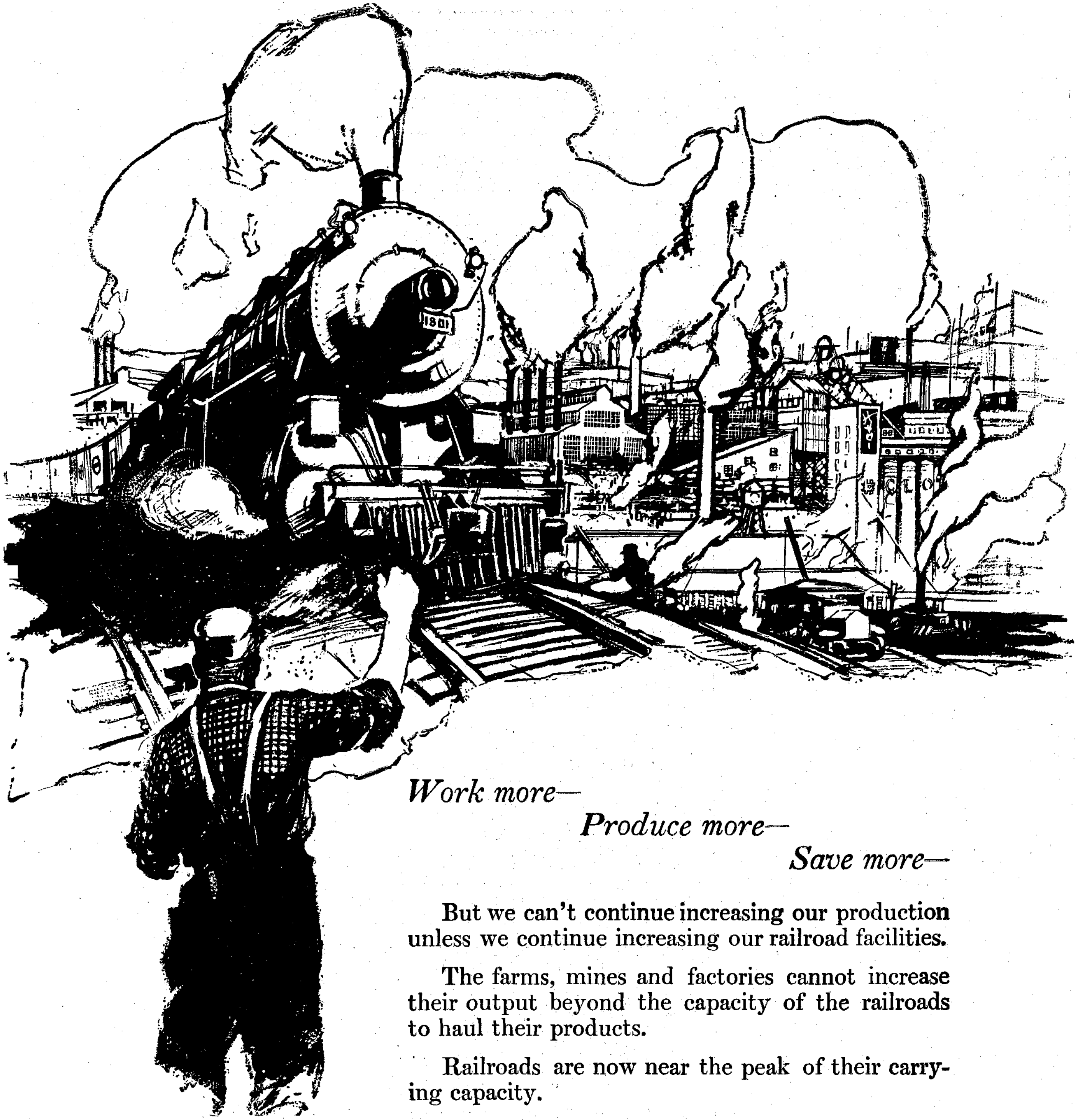

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WALKER D. HINES,
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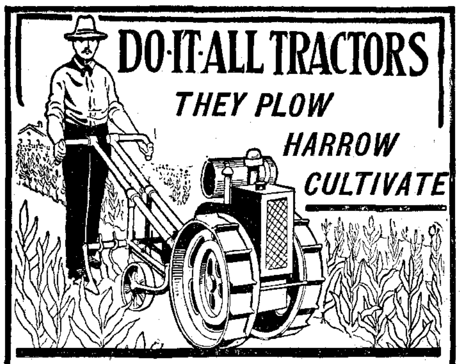

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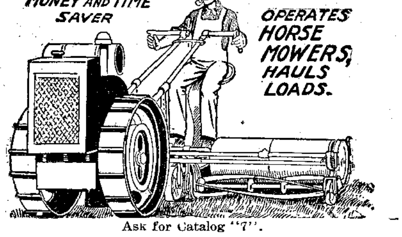

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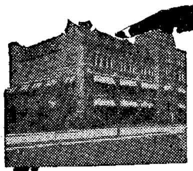

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THE LEXICOGRAPHER'S EASY CHAIR

Readers will please bear in mind that no notice will be taken of anonymous communications.

"H. C.," St. Paul, Minn.—"Is it absolutely correct to use *thru* instead of *through?* Who is the first person who decided that this word is correct?"

Thruh is one of the early English forms of the word *through*, the variants *thru* and *throu* being used about the same time (A.D. 1300). From the fifteenth to the eighteenth century, the word was commonly abbreviated *thro;* later an apostrophe followed the "o," and is used nowadays by persons who wish to abbreviate the word. The tendency to-day among persons who give any thought to the matter is to abbreviate the word which is frequently [found spelled *thru*. Usage, not one individual, determines correctness of forms.

"M. F. F.," Boston, Mass.—The name *Hoover* is correctly pronounced *hu'var—u* as in *rule*, *a* as in *final*.

"G. F. K.," LaFayette, Ind.—"A discussion has arisen concerning the spelling of *Shakespeare*. Is the spelling *S-h-a-k-e-s-p-e-r-e* correct?"

Shakespeare's name has been spelled in the following ten different ways: *Shaxpere*, *Shaxper*, *Sharpeare*, *Shakspear*, *Shakspere*, *Shakspeere*, *Shakespere*, *Shakspeyr*, *Shakspeyre*, and *Shakespeare*. Much controversy has arisen over the spelling of the poet's surname. It has been proved capable of four thousand variations. See Wise's "Autograph of William Shakespeare . . . together with 4,000 ways of spelling the name," Philadelphia, 1869.

"T. C.," Marlin, Texas.—"Who wrote the tune and words of 'America'?"

The melody of the hymn "America" by Samuel F. Smith is ascribed to Henry Carey (1742). It is identical with that of the English national anthem, "God Save the King," was popular in France from 1775, became equally so in Denmark, Germany, and Prussia. The actual authorship of the tune has never been conclusively determined. The air has been attributed to Ravenscroft, 1611; to John Bull, 1619; to Sully, 1633–87; and to James Oswald, 1742.

"G. W. G.," New York, N. Y.—"The spelling of the word *practise*, which occurs frequently in our books, has been criticized a number of times, because we spell the word with an 's' for both the noun and the verb. Recently a reader living in Boston insisted that this spelling of the noun was wrong, and we have just received from him a quotation from a college professor of English in which the professor says: 'I am sure that good usage does not tolerate *practise* now as a noun.' Please tell me what is the correct form for the noun and the verb."

The dictionary the LEXICOGRAPHER uses spells the word *practise* as a verb and as a noun with an "s" and not a "c" because it derives the word from the old French word *practiser* and not from the late Latin *practico*. The word came into the English language from the old French, and the LEXICOGRAPHER finds it spelled with an "s" in Fabyan's "Chronicles," vii, 505, as long ago as 1494. The "s" form was used by Hawes in 1509; by Eden in 1555, by Mascall in 1572, by Fleming in 1576, by Shakespeare in 1596, and again in 1599, also in 1605, by Woodall in 1612.

Toward the end of the sixteenth century, the "s" was supplanted by a "z" by some writers, as Warner, 1606, but this form did not meet with the support that was expected for it, and the "c" form was then substituted in some cases and used side by side with the "s" form. Johnson in 1740 used the "c" form; Franklin did the same in 1759. While Milton, Congreve, and Dryden spelled the word with a "c," Shakespeare and Massinger spelled it with an "s."

There is no doubt that in the earliest form of the word, the "s" was used, and the proof of this may be found in the fact that all of the modern dictionaries trace the word from the Old French *practiser*. The word came into English not from the Latin but the French and may be found in Langland and Chaucer spelled with an "s."

The tendency to make a difference between the verb and the noun is a comparatively modern idiosyncrasy introduced at the time when Addison was pleading earnestly that some official body be

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